

SPECIAL DRAGSTER ISSUE

**NO. 1
MODEL CAR
MAGAZINE**

IND **MODEL**
CAR *Science*
OCTOBER 1968
50c

**BUILD A 1/24
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TURBOCAR**

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Red Baron

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Beer Wagon

Made Exclusively by Monogram Models, Inc., Morton Grove, Illinois



PUBLISHER
Stephen D. Urette

EDITOR
Raymond E. Hoy

MANAGING EDITOR
Tom Medigan

TECHNICAL EDITORS
Tom Malone
Don Emmons
Dennis Elliott
Jose Rodriguez, Jr.
Floyd Manly
George Sipos
Mike Poss

ART DIRECTOR
George Wallace

GRAPHIC DESIGN
Gunter Bahr



DELTA MAGAZINES, INC.
131 SOUTH BARRINGTON PLACE
WEST LOS ANGELES, CALIF. 90049
PHONE: 213/476-3004

PRESIDENT
Gordon Bahn
VICE PRESIDENT
Don Warner

ASST. TO THE PUBLISHER
Bill Lloyd

ADVERTISING DIRECTOR
Marvin Patchen
PHONE: 213/332-0185

MODEL CAR & SCIENCE



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WHERE TO WRITE—

Send your letters to: The Editor, **MODEL CAR SCIENCE**, 131 Barrington Place, Los Angeles, California 90049. Unfortunately we cannot answer each letter due to the tremendous volume of mail we receive each month. However, we use questions in this section that are most commonly asked, in order to give answers that will help as many modelers as possible. We DO read all letters that come in, however, so keep them coming. As to which articles to run in future issues, we base our decision on your questions.

SPONSOR A TEAM?

Ever since my entry into slot racing, I have been a fond admirer of your magazine. I have often wondered why your magazine does not sponsor a team of young men to represent you. This is definitely a great way to advertise your magazine and you could also run special features on team members and the ideas they produce to help the slot racer. I think this would boost your subscriptions and would do wonders for advertising.

Mike Malis
Shillington, Pa.

Well Mike, we've thought about sponsoring a team of our own, but we've decided against it. We'd rather report on the races and let our readers get the glory, than to bring in a team of pro people and fill up our book with glowing press reports about our own team. This very thing happened in Go Karting a few years ago. The factory teams appeared at the local tracks while on tour, and blew their very own customers right off into the weeds. Now that's discouraging for a customer, after spending several hundred dollars on a kart, to get beaten by the factory that sold him the darn thing! We don't want that to happen. (Besides, we'd probably wind up getting trounced!) No, we'll leave the racing to our readers—and then we'll run pictures of them, not us, in MCS. But thanks for the suggestion, Mike.

WANTS DRAGSTER PICTURES

I am building a superdetailed dragster but I'll be darned if I can find any pictures of the interior of one. I figured if anyone could help me, you

would. Can you please run an article on detailing interiors? I would appreciate it very much if you would. Keep up the grand work! Your mag is a gasser! What in the world does sectioning a car do? Also, what is channeling?

James Mueller

East Meadow, N.Y.

Jim, if it's dragster shots you want, you should buy **POPULAR HOT RODDING**, one of our sister big car books. You'll find a subscription ad in this issue. This magazine is loaded with great dragster shots. And Don Emmons' article on the "rails" is also in this issue, so you should be sitting pretty. "Sectioning" involves taking a horizontal slice of metal (or plastic if you're talking model cars) out of the body, usually just below the bottom of the windows, for the length of the body. If this "slice" is 4 inches wide, for instance, you would say that your car has been sectioned 4 inches. Then the body is welded (or glued) back together and the seams covered with body putty and sanded smooth. "Channeling" consists of narrowing the frame, so the body can be lowered, then reattached to the frame. Both methods reduce the height of the body, but sectioning changes the appearance of the actual body more radically.

WANTS AN ALL-OUT HO MACHINE

Would you please put an article in your magazine on how to build a super HO car, putting clear bodies, independent axles, slicks (AJ's), etc. There's a great need for someone to put in black and white every breakthrough in HO to date. Thank you,

Gery Rogers

Russellville, Arkansas

Our HO guy, Dennis Elliott (he's really only about one inch high!) is hot at it right now, deep in the heart of Texas, building a car like the one you want, and shooting pictures of it as he goes. An article will be forthcoming. Meanwhile, check next month's MCS for an article by Dennis on hot HO rewinding. It's a sure-fire way to get your HO machinery into the winner's circle!

SORRY, THAT'S CHEATING!

Do you know where I could get scratch parts for models? I have found that when I want to make a cool model from just a body and a chassis, I have a hard time finding the right parts such as suspension systems, engines, etc. I also have a hard time finding two engines alike for carb with dual engines.

In your May issue of MCS you printed an article about making better brakes for a slot car. I was wondering if it would also be possible to put two batteries in one of the lines (A) or (B) to increase the speed of my car in addition to the batteries in the brake line (C).

George Karle

Palatine, Ill. 60067

The best place to find scratch parts,

George, is in that treasured "junk" box that most long-time modelers have sitting in their workshop. Don't ever throw anything away! The day after you do such a foolish thing, you'll find out that you desperately need the part you just ditched. Take it from an old model builder—me! If you don't have such a junk box started, your best bet is to get a good mail order catalog, such as *Auto World's*, or *Discount Hobby's*, and start thumbing. They've got everything!

Although some clubs allow power brakes to be used, none that I've ever seen allow the batteries to be hooked up in such a way that they'll give higher voltage to make the car GO! That's referred to as "cheating" in most clubs, and it's just not cricket. Sorry, George. You'll just have to find another way to bring home the gold.

HE'S GOT A LEGITIMATE COMPLAINT

Hate to say it, but I have a complaint. I've been reading MCS for only a month, and it seems to be a good magazine. However, most hobby magazines (particularly, it seems, the

model airplane mags) have a tendency to forget that there are fellows like me who drift into a hobby, get interested, and then find that they are faced with articles on "super rewinding" or "advanced chassis" or something similar. Shucks, fellas, I just want to know what makes the darn things tick. I mean, really elementary stuff. In case you don't know what I mean, just meander over to the newsstand and pick up a copy of an electronics magazine, or some other book that deals with a subject that is completely foreign to you. Man! It's all pure Greek! See what I mean? How about a "Beginner's Corner" or something similar? It'd only take up a couple of pages, and it would sure help us newcomers.

John Galvin
Savannah, Ga.

We've always tried our best to keep the newcomers in mind, John, but we have to admit you're right. Beginning next month you'll find two new monthly features that will deal with the basics of model building, one for static models, the other for slot cars. Watch for it.



"You're the official... throw this guy out of the race, his car is out of scale!"

SEPTEMBER, 1968

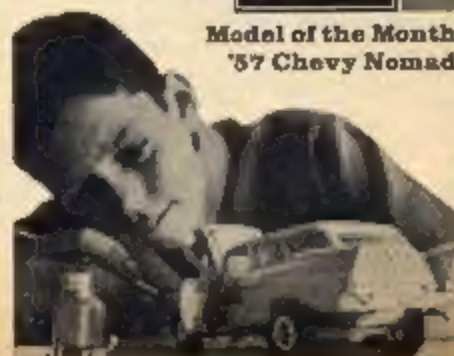


Surfing Nomad

Surfers really dig the '57 Nomad. In fact, young people across the nation consider this eleven year old station wagon an "in" machine. The '57 Chevy Nomad is well on its way to becoming a classic, and demand far exceeds the somewhat limited supply. A good one seldom stays on the market for more than a day or two. Real Nomads are scarce, but Revell's new Nomad model kit is available now. And it's almost real. The doors, windows and tailgate open and close. Wheels roll and front wheels turn. It's beautifully detailed. Front and rear can be adjusted to three different heights...just like they modify the non-plastic version. Fun to build, for less than \$2.00. For a catalog of 200 Revell model kits, send 25c to: Revell, Inc., 4274 Glencoe Avenue, Venice, California 90291.



Model of the Month
'57 Chevy Nomad



October 1968/7

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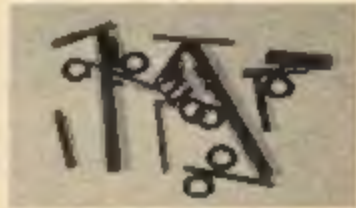
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The Enerjet 22's, 8's, and 4's really pack a wallop with those spun fiber-glass casings and graphite nozzles. Their delay times are also variable and can be pre-set before launch. Comparable to E and F type engines, they should only be used by the very experienced model rocketeer, and even then with extreme care and caution. That goes for any high-performance model rocket engine, too.

NAR MEMBERSHIP

The National Association of Rocketry (NAR) is the organization for rocket-type modelers to join. After you've acquainted yourself with basic model rocketry and gained some experience, you might consider joining NAR. Once a member of the Association, you will receive, as a part of your membership privileges, (1) a Model Rocket Sporting License with your individual NAR number giving you national competition status; (2) personal liability and property damage insurance which covers you when you fly your models; (3) a monthly copy of the NAR's official newsletter, "The Model Rocketeer," and (4) access to technical material and scale model data from NAR Technical Services available only to NAR members.

Membership is on a yearly basis and it's really worth the reasonable fee. Rates are as follows: Juniors (up to age 17)—\$4.00, Leaders (17 thru 20)—\$5.00, and Seniors (21 and older)—\$6.00.

If you are really interested in model rocketry, write to the NAR and ask for a membership brochure and application. Send your request to:

National Association of Rocketry
Dept. MCS
1239 Vermont Avenue, N.W.
Washington, D.C. 20005

CANADIAN MODEL ROCKETRY

This editor recently acquired some information on the model rocketry

country, and for general informative purposes, here's what I learned:

Restrictions placed on model rocketry in Canada are very similar to those which regulate activity in California. Model rocket standards are set by the Department of Transport of the provinces with the help of the Canadian Association of Rocketry (CAR). The hobby was legalized there in 1966 and at the present time there is only one outlet for obtaining model rocket engines in Canada. (I assume that engines cannot be shipped directly to individuals from U.S. model rocket manufacturers.) Other than the CAR, there seems to be very little, if any, organized participation in rocket activities. Much more local participation is needed if the sport is to advance in Canada.

Canadian rocketeers desiring more information may write to:

Canadian Association of Rocketry
Royal Canadian Flying Clubs
Assoc.

2277 Riverside Dr. E., Suite 207
OTTAWA 8, Ontario

Hand Chemical Industries Ltd.
Nippissing Road
MILTON, Ontario

My thanks to Gordon Graham of Listowel, Ontario, for his help in the preparation of this portion of my article.

REQUEST TO READERS

We're interested in knowing just what types of model rockets that the readers of MC&S's rocketry articles like best. What rockets do you most enjoy building and flying? Sport or Scale models, Boost-Gliders or E and F engine-type birds? MC&S would like to know. You can help us to better serve your interests by writing to MODEL CAR SCIENCE, Dept. MR, 131 Barrington Place, Los Angeles, California 90049, and by telling us what kind of models you prefer. Give specific names if you wish. Results of this poll will be published in a future MC&S issue.

IN THE VERY NEAR FUTURE...

Next month, if possible, MC&S will present a rundown of some of the really new and interesting model rocket products which have appeared on the market recently. The new standard C sustainer engines, new super-scale kits (like the Saturns and Little Joe II's), and products from several of the very newest firms will be brought to light. Should be velly interesting.

Note to new model rocketry manufacturers: This editor would appreciate it greatly if you would send information on your products and any material about your firm to him in care of MC&S.

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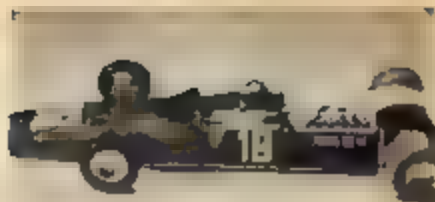
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VERSITEC

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NEW PRODUCTS



The largest plastic model airplane kit ever produced:

Monogram's giant B-52. This 1/72 scale model has an exclusive Jet Sound system built into the model.

Two new models from MPC

First, their newest custom hot rod in 1/25 scale, the Fire Truck. The original was built and designed by Chuck Miller, recently awarded "Best Rod" honors at Anaheim, California's Motorama '68. The Fire Truck consists of a dash of custom, a dash of history and a pinch of speed. Next, MPC's Turbo-Shark, a creation of customizer Carl Casper. This advanced design car features an actual working front end suspension, bucket seats, simulated padding, red-tinted see-through roof/window and dazzling Crager mag wheels. Both kits retail for \$2.00

Champion announces three new releases:

(1) An inline GP chassis to fit Dynamic slim line GP bodies has a 1/16" plate drop arm and the stronger, shorter oilite rear axle carrier. A good buy for the GP enthusiast. No. 284GP: \$4.95. (2) Team Champion Microswitch control featuring bunches of wire to lower resistance. The Microswitch inside the handle bypasses the resistor when fully depressed giving more speed on the straightaway and cooler operation. A must for the pro or advanced racer. No. 400MS: \$14.98. (3) Team Champion Signature motor, tested, certified and endorsed by Bob Cozine. New features include a thicker two-piece shunt and new thinner laminations plus the new super-hard brush with the giant shunt wire and all the latest Champion motor improvements. This is the motor Cozine and other Team Champion pros use on the pro tour. No. 517-B-26 Signature: \$ 9.95



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Down the strip
10' or 15'
knows it's a
winner

Stretched Strip Stormer

Dragster trends change just about as often as these wild machines make it down the dragstrip. If your wheelbase isn't 165 or 170 inches, you're just not with it. Some are up to 200 inches now.

Are you interested in building a wicked competition machine? Good! We'll even show you how to lengthen the wheelbase in case you would rather do just that part. You can go all-out and build yours like the dragster shown here or just update your old dragster with an SOHC Ford engine.

Whether you choose the all-out route or the new mill idea, we suggest using the SOHC Ford engine that comes with quite a few different kits. AMT's '33 Willys has a blown engine but the injector is different. Their Don Nicholson Cyclone funny car kit has the blown set up like the one shown here. You might have a scrap box, as I do, where you can get the engine and other parts for the dragster without robbing another kit. This engine is basically the same size as the Dodge it replaces. Aside from that we'll do our best to stick with the AMT Garbits kit using the least amount of extras outside the kit.

The basic frame was lengthened by use of scrap pieces that happened to be the correct size. If this is not available, you might consider cutting up a second frame for the pieces you need. You can add an additional 3/16-inch to the front of the rails and make it a 170 incher.

The front axle may be the only part you will want to change. This is fine, but keep in mind that you will lose the chrome plating and must then paint it Chrome Silver or, as I did, use the color of the body (yellow in this case).

The fuel tank is one item that will not be seen if a nose section is used. The stock unit can be used but must be moved closer to the engine since the frame rails are much

closer together at the torsion bar than the stock set up. If a new tank is made up, simply measure the space inside the rails and make a rectangular box to fit inside. The ends go on last and should have pieces extending out for mounting the tank to the top frame rails. Either sheet styrene plastic or file card can be used for this. The sheet plastic is much easier to work with, and to paint. The cap from the stock tank can be cut off with a jeweler's saw and filed to fit properly.

Body panels were kept as simple as possible but the front part of the nose section could easily be made fancier with small pieces of plastic and putty. Sheet styrene plastic (.015 thick) was used for all the new body panels because it is easy to work with, and is of suitable thickness to duplicate these panels. The nose was cut from the pattern and bent to shape. The front of this should be glued together and allowed to dry completely. Next, cut a piece of cardboard and tape it inside this unit. Place the nose section in the oven at about 400 degrees for three or four minutes. Be careful, if you leave it too long you can imagine the mess you'll have! The heat helps the plastic retain its new shape as it tends to want to go back to its original flat state.

The color scheme and type of paint could be changed to give the machine an entirely different look. Light colors show up better and look best on a drag car. The colors on this are AMT's Competition Yellow and Testors Natural Pearl. Yellow was also used on the front axle and recessed areas of the blower side. This was done by spraying a small amount of paint into the lid and brushing it onto the parts.

That sums up our super-long dragster. Now get started on yours.

By Don Emmons



1) Cut frame rails apart leaving the top one intact.



2) Now saw the lower rail off in front of the upright brace.



3) Measure back 1/4-inch on top rail and cut this area off.



4) Cut away the first three upright braces and all of the diagonal ones in between.

6) This gives a good idea just how much is to be added to the front of the chassis. The white wedge section can now be glued to the existing rails. Dimensions are shown.

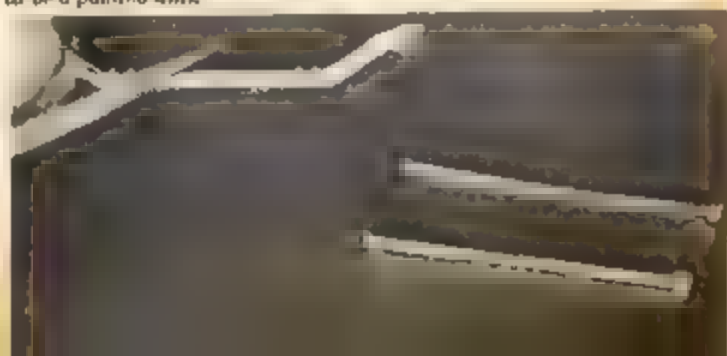


5) One end of the new frame rail extension must be filed diagonally to about the same degree as the stock frame rails.



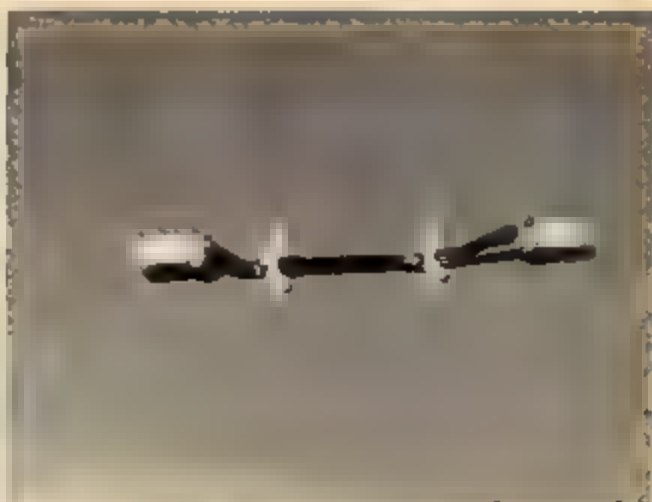
7) The new sections of frame are fitted into place and the chassis halves glued together. Now install the torsion bar.

8) When redouing the front axle first cut off the radius rods and file the axle smooth. Since this ruins the chrome, the axle will have to be a painted unit.





9) The new torsion arm mounting brackets are made from scraps of flat plastic.



10) Axle position should be tilted back slightly when mounts are straight up.

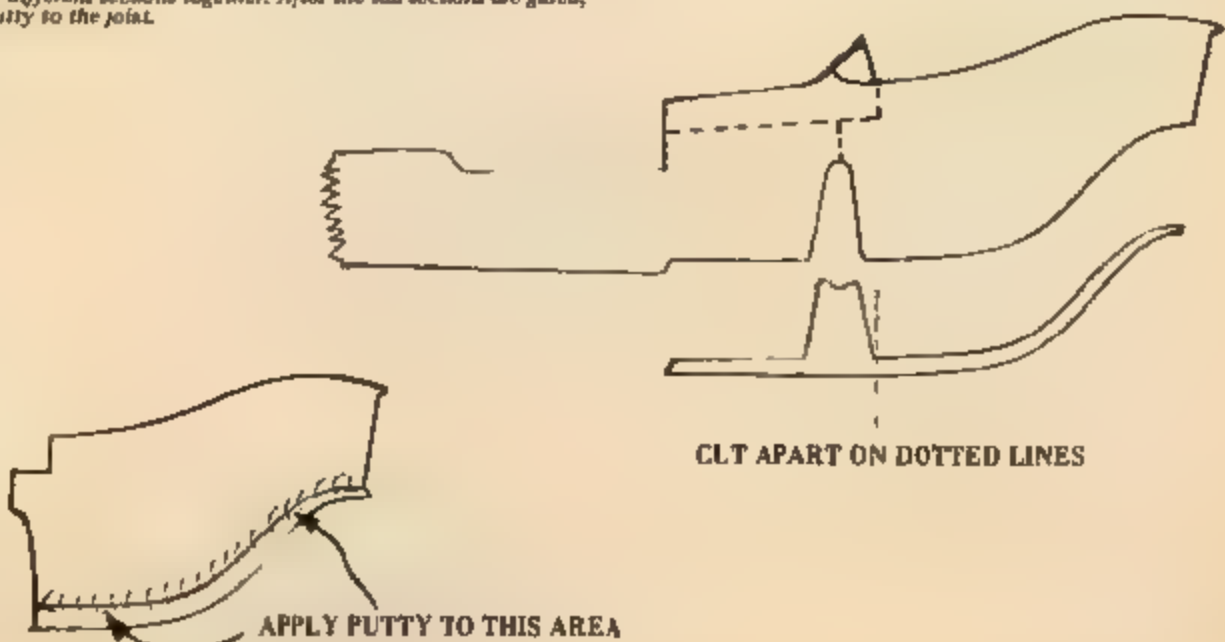


11) Chassis is painted black and the axle is fitted into place. Fuel tank that nestles between rails is one inch long and was made from file card.



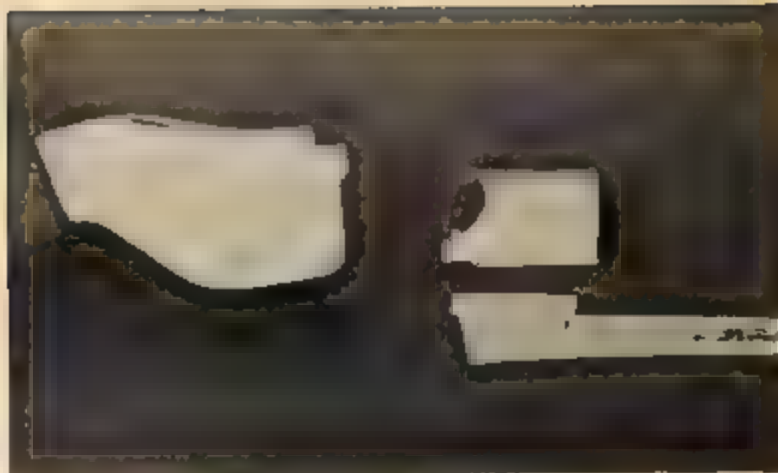
12) Radius rods are fitted to upper portion of axle brackets. Fuel tank is painted flat aluminum color. Cap is glued in place.

13) Dotted lines show where to cut the clear body apart and to glue the different sections together. After the tail sections are glued, apply putty to the joint.

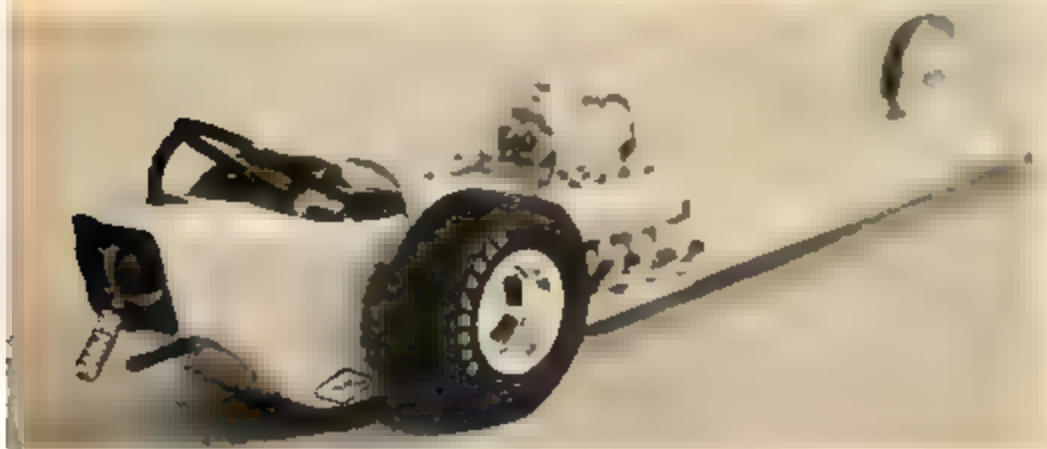




14) Now that the section has been puttied and sanded, a coat of primer will seal the puttied areas.

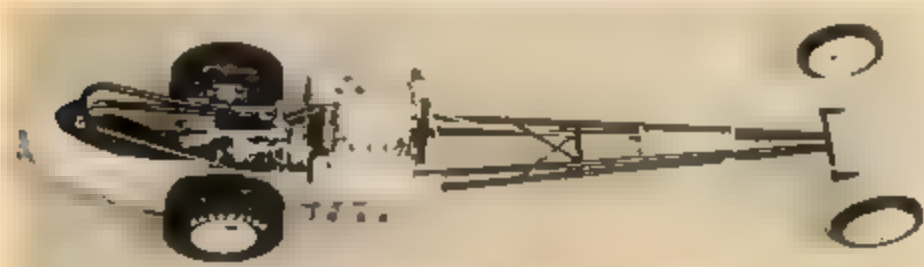


15) The rear body sections are finished and are ready to be glued to the chassis.

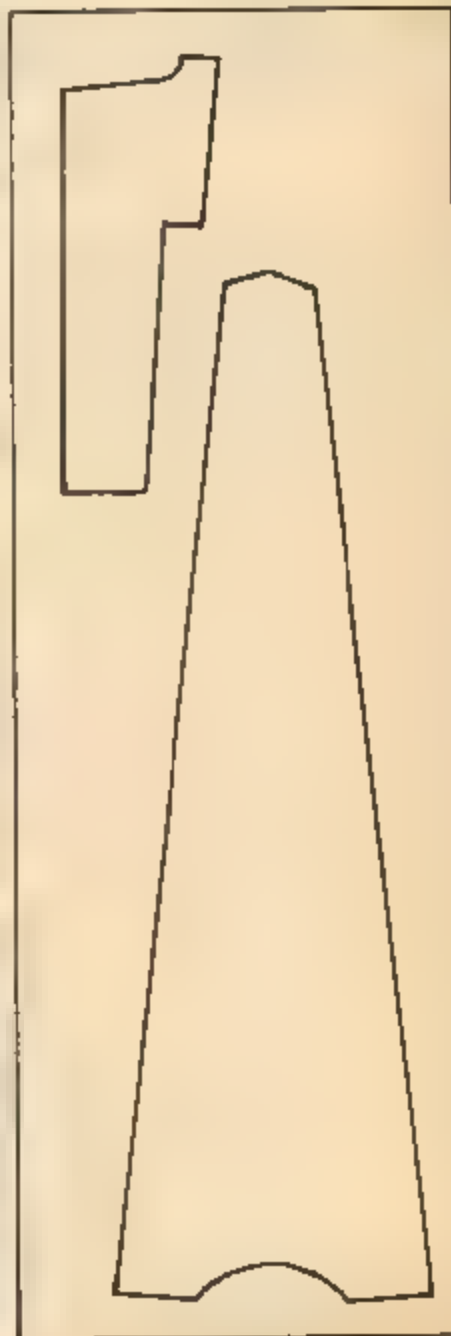


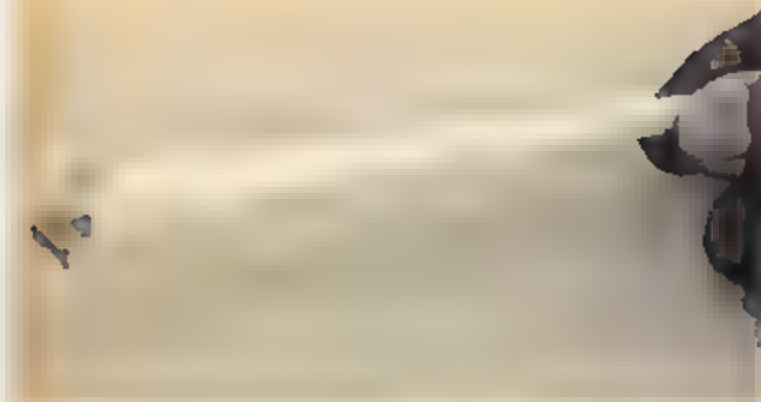
16) Notice how making the tail section a one-piece unit greatly improves the appearance of the unit.

17) This high-angle view lets you see exactly into what we are changing the stock unit. Study the photo carefully.



18) Use the pattern given to cut the nose piece out of sheet plastic and roll (flare) the edge of the plastic with a round object, running it back and forth along the edge.

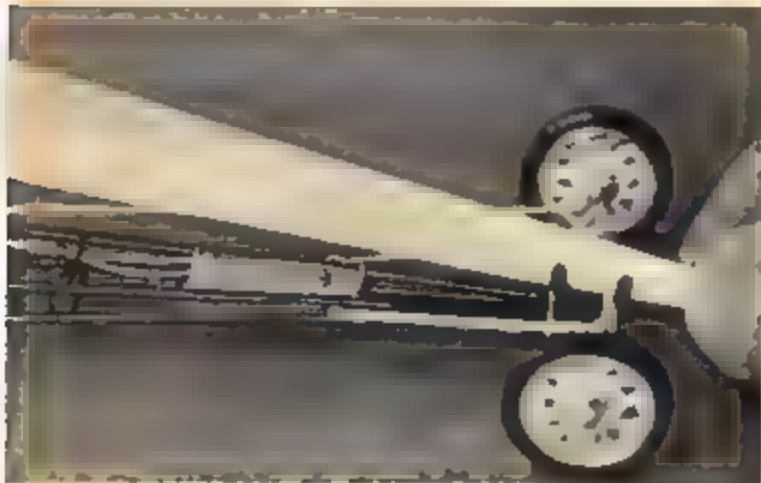




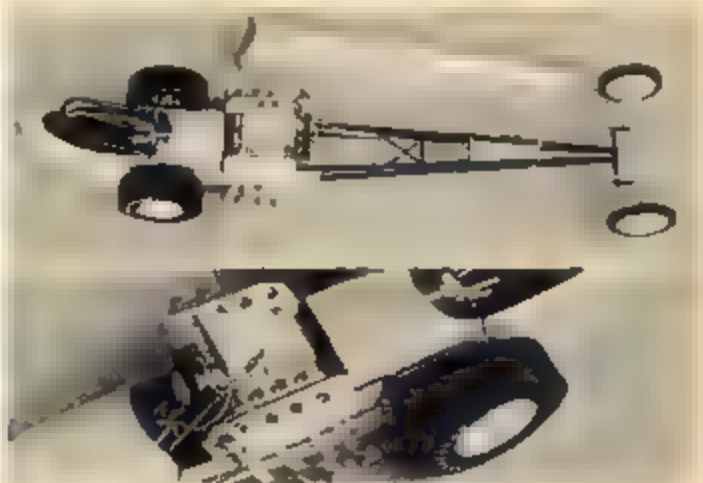
19) Cut a piece of heavy cardboard the shape of the chassis and tape the new nose section to it. Heat this in the oven for three to four minutes at 400 degrees.



20) Hold the nose section to finished chassis and mark the position of the axle and torsion bar tube.



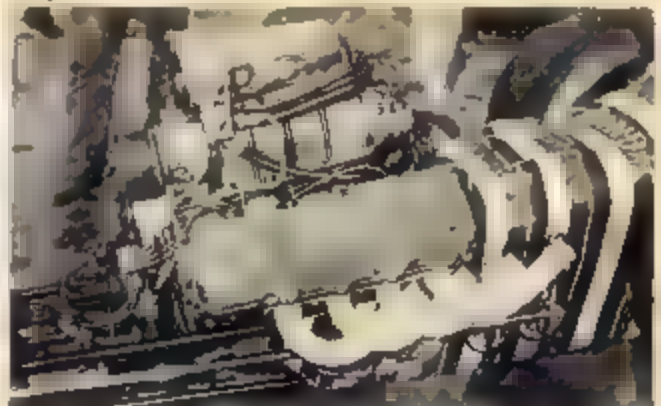
21) Finished nose is fitted to chassis. Work carefully as this part is very fragile.



22) Hootay! It's all finished and the Ford engine is completely wired. Thread is used for wiring and fuel lines. Note shots of the real thing.



23) The comparison between the stock Carlite model and the new droptop leaves little doubt about the lengthening process.



The body paint of the "Silent Screamer" is blood red. Mirrors and mirror struts are flat aluminum, all body bends are flat black. The rollbar is chromed. Wheelbase is 102" and the tread is 62½" front and 62½" rear



SILENT SCREAMER

The STP Turbocar

To the Indianapolis Motor Speedway this year came the "quiet revolution"—the STP Turbocars. Colin Chapman of Lotus cars, and Andy Granatelli combined forces to produce a series of turbine-powered STP Lotus racing cars for 1968. These cars, also called the "silent screamers,"

are designed with the shape of the future—"the wedge." Powered by Pratt & Whitney ST-74 turbine, a two-stage engine with only one axial and one centrifugal stage stole the show in the qualifying days at the Speedway by winning the pole and outside front row position.

Despite tremendous problems such as legal battles with

USAC, and the tragic deaths of Jim Clark and Mike Spence, the turbines fielded three cars on race day. Joe Leonard, Number 60; Graham Hill, Number 70, and Art Pollard, Number 20.

The race itself is history now. Graham Hill lost and gave the ever-present wall a great thump. After a fierce duel with the winner Bobby

Unser, the turbine of Joe Leonard gave up its inner organs as did the car driven by Art Pollard.

The turbine is an exciting and colorful car to see. If you would like to build a model of the fabulous turbine of Graham Hill, the "silent screamer," just read on and see how this scratch model was built.

THE FLYIN' WEDGE!

Long,
low and wide,
this 1/24 scale turbine
is tough to beat
and easy to build.

A close look at the real '68 STP Indy turbine makes one wonder whether or not one of Colin Chapman's English slot racing fans might have designed the body for the Lotus factory. If the wedge is THE shape for all-out slot cars, then one could hardly ask for a more "wedgy" body than this new car. The side profile view of the model illustrates this quite clearly and, even though this is one of those "cheater" bodies many commercial racers want Lancer to make, very little was changed in the body shape from Lancer's normal

"super scale" version except to use the thinner plastic of their "Light Weight" series.

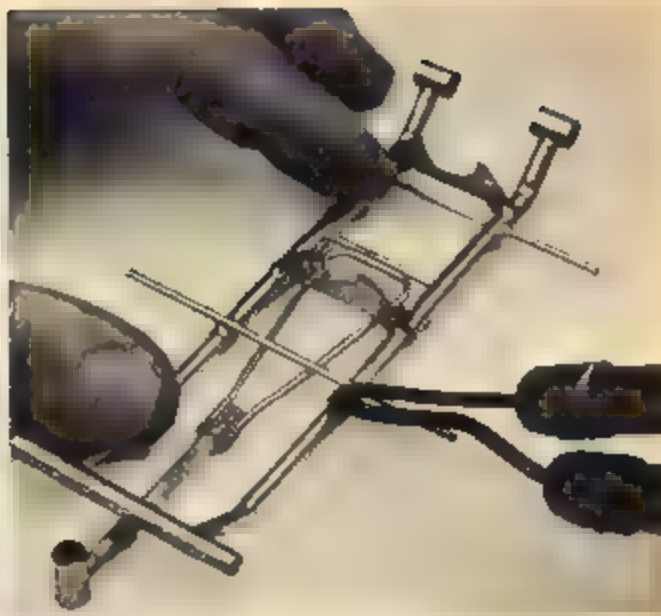
As if the body shape were not enough, the full-size Lotus' designers shoved the cockpit far enough forward so you can use a full-length driver if you need the Concours points, and added an ultra-long nose to allow as long a pickup arm as you could ever utilize effectively. True, Lotus had to move the driver forward to clear the huge turbine bulk and the nose is supposed to reduce front end "lift" at high speeds, but the point is that this just has to be the most perfect full-size car ever for 1/24 scale "Gran Prix" racing on commercial raceways. Build one yourself and see.

By Robert Schleicher

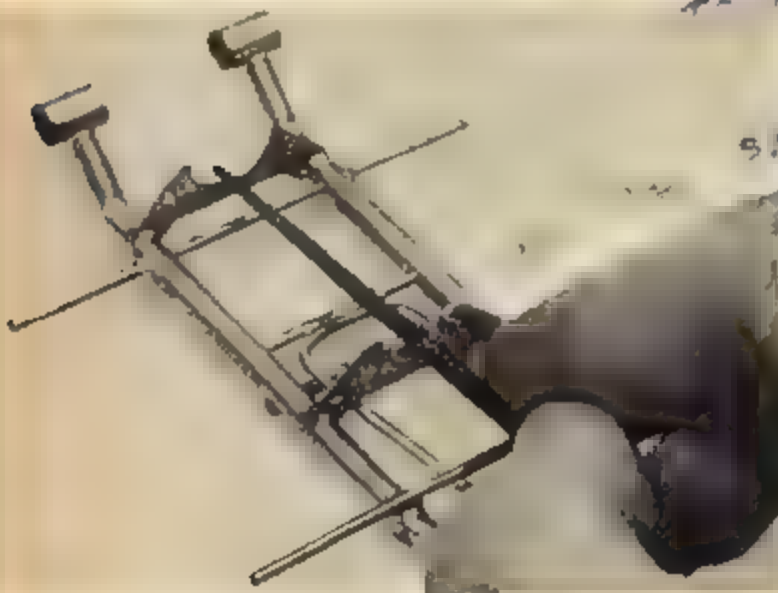




Chassis and motor can be any you favor Bill of Materials lists those we used and they perform well indeed.



Set wheelbase of Cox brass tube chassis at 4-3/8" to match body and solder or epoxy telescoping joint. Set pickup arm as far forward as possible and solder it.



Front bracket must be filed out about 1/16" all around cutout to fit the new-style Champion/Mabuchi motors.



Solder pickup lead wires to the motor tabs securely. Apply solder to tab first.



Motor is held firmly by easy-to-remove spring brass clip in this Cox chassis. Slip A.J.'s rear axle in place with the Rignen crown gear, center axle in chassis, and tighten set screw. Bearings are Nylatron. A.J.'s new "Brand-X" silicon-coated sponge tires in the 1"x7/8" size were tried on this one. Over-all width is about 3-3/8".



Champion "Taper-Lok" wheels and tires were used at front to obtain wide profile look of real car. Front wheels are spaced to match over-all width of rears with 5/32" brass tubing.



Carefully cut off the top of the guide post tube level with its brace and file away any burrs from inside and out.



Dynamic "low profile" guide is used. Note that braid installs at same time as brass clips and is between jaws of clip.



Bottom cross brace must be cut away to provide ground clearance.



Cut body mounting tubes to match width of body at their areas of contact.



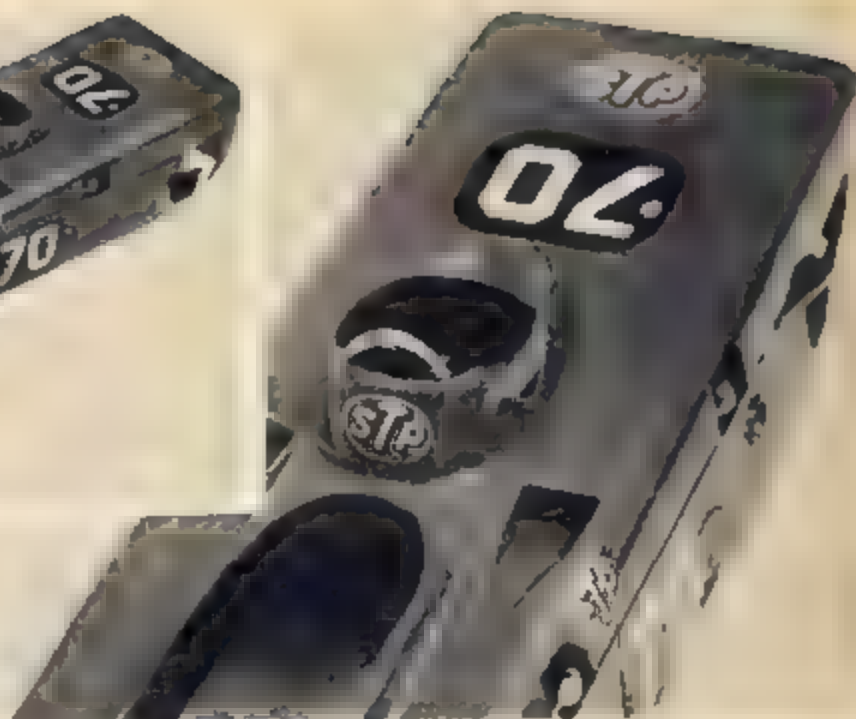
Trim wheel cutouts to a "P" shape to clear front and rear axles, then trim out cockpit cover. Check body mounting over chassis to be sure it is level, as low as possible, and clear of track surface. Mount with straight pins pushed through body into ends of tubes.



Black number backgrounds were cut from blank model airplane decal sheet. All decals are on inside of body.



Paint over decals with clear, to seal them inside body. Dry, then paint final red color using Ulrich's special paint or enamel. Grilles are flat black outside. Body seams are accented by tracing over them lightly with a knife tip, then flowing in black ink and wiping away excess.



Tiny roll bar is K&S-plated 1/16" brass tubing bent to shape then sunk partly into plastic with hot soldering gun or iron.



Suspension detail is painted on outside of body with flat black and silver paint.

BILL OF MATERIALS

BRAND	PART NO.	DESCRIPTION	PRICE
Cox	3850	brass tube frame	\$3.50
Lancer	5166	light Lotus Indy Turbine body	1.49
Champion	5001	1:10 motor	3.00
Champion	350	7/8" x 5/8"	
		Taper-Lok wheels	1.39
Riggen	4027	27 tooth crown gear	.45
Champion	226-UF	pickup lead wires	.29
Dynamic	658	low profile guide	.49
AutoWorld	AW-24	1/24 scale decals	.39
AJ's	XD-13	"Brand-X" tires and sat-screw wheels	2.29
		TOTAL	\$13.29



Completed car is about as low as a 1/24 scale Gran Prix class car could be. Note tapered body shape and long nose. Body is furnished with driver, but this one is Ulrich's "Mini-Man" cut off just under arms.



Necessary tools to do the best soldering: (1) Unger iron with No. 4033 tip; (2) Stay-Brite solder; (3) Stay-Clean liquid flux, and (4) Wet sponge to wipe off tip of iron.



1/16" piano wire "loop" which goes all the way around the motor and solders to the rear axle tubes.



Building block board drilled according to the Champion instruction sheet and the setup wheels, motor and tongue positioned. I drilled extra holes to accept 4 1/2" wheelbase stock cars.



Top view of loop in position. Note only 1/32" clearance between wire and gear. This must be bent using a motor to make sure it is positioned and bent correctly. Also, this loop is for motors which turn counter-clockwise. Clockwise motors require the bracket on the other side.



BUILD THE

It's the "hot set-up"
for the commercial
track scene!

"ANGLEWINDER"

Slot racers are a funny breed, indeed. Seldom, if ever, do they throw anything away because what was last week's obsolescence just might possibly be the most "in demand" part around next week. This fact was poignantly true about three months ago when it was "discovered" that inline frames were "out" (save for the lowly GP class) and sidewinder was "in." Suddenly, obsolete spur gears and ball bearings were the most in demand items from our "junk boxes."

Actually the term "Anglewinder" is more applicable because of the position of the motor in relation to the rear axle/spur gear set-up. The reason for the angle is relatively simple—it is the only way to get a gear mesh utilizing standard-size 160 motors, such as the Champion 517, and legal 7/8 inch rear tires. Sidewinders of the past always used 1 inch or larger tires and the motor was parallel with the rear axle. Cars of the past were somewhat easier to build. With the advent of the Anglewinder, some construction problems have arisen. We hope to simplify these problems by use of step-by-step construction photos and the following text.

The first step in beginning your chassis is to set yourself

up a good building jig. Several are available, such as the old favorite standby Russkit Adjust-Q-Jig, or the new Cobra set-up. I chose to use the Champion building block and drill my own holes according to the printed plan they have, and using their set-up wheels and flag set. The next step is to determine the gear ratio you prefer. Most pros prefer to set the gear ratio permanently (rather than have it adjustable) and build from there. You'll have to play with ratios to find out what works best for your track and your power supply but for this article I have chosen 7/34 which works well on most 150-foot battery powered tracks. You set the gear mesh by inserting the spur gear and set-up wheels into the rear axle tube. Mounting a cut-off inline bracket or one of the new "pre-angled" sidewinder rear brackets to the motor, you mesh the gears and fasten it temporarily. Once the gear mesh is good, you begin construction.

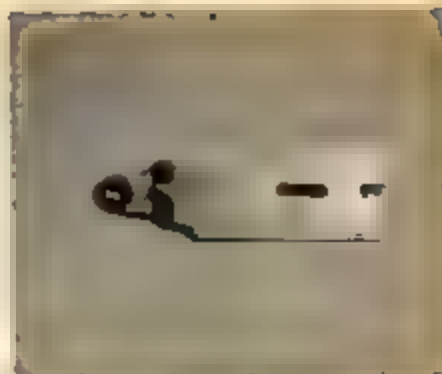
We have found that a one-piece "loop" of 1/16-inch piano wire all the way around the motor and soldered to the rear axle tube, will give enough middle frame "flex," yet be strong enough to build from. A wide 1/16-inch-thick drop arm will be of great assistance in the handling of the car in the corners. With the gear mesh determined, the front

By Ray Gardner



Motor positioned inside the loop and the gears meshed. You are now ready to solder the loop to the rear axle tube and the motor bracket to the loop.

Landing is increased by the use of wider 1/16" plate drop arms. We are using the Champion preformed drop arms but have added two pieces of 1/16" brass rod to each side to make it 1" wide. Also, a washer has been soldered to the guide flag tube to act as a flange for the flag to ride against and eliminate wobble. This method of building a drop arm allows you to make the arm as narrow or as wide as you desire. Champion will have a 1" wide by 1/16" plate drop arm on the market soon.



axle tube positioned and the drop arm plate located on the building jig, you are ready to lay in the frame rails. The first two rails go alongside the drop arm plate, bend and solder to the wire loop around the motor. Using 1/2-inch pieces of .047 piano wire as spacers and stiffeners, space the next rail and solder it and the stiffener, as shown. Repeat this for the next one or two rods depending on whether you are building a three or a four rail chassis. The outside rods should bend around the piano wire loop and solder to it for strength. Then extra braces are formed and soldered on top and across these rails.

Next comes the all important bracing around the rear bracket. Make these pieces from either 1/16-inch or .055 piano wire. Either size wire will work but the .055 is somewhat easier to bend. Brace the motor bracket with pieces like these and solder.

Now install the Champion "Floating Body Mount" kit, as shown.

Build up the drop arm and set the flag with the Champion flag set.

Install the limit stop and lead wire retaining loops.

Take the completed frame out of the jig and remove the set-up wheels. Using hot water and a Brillo pad, scrub chassis clean, removing flux and polishing the brass. File any excess solder lumps. Frame should be level across the bottom. Build up the chassis with your 517 motor, tires, gears, guide flag, etc. With legal size 3/4-inch fronts and 7/8-inch rear tires, you should have a full 1/16-inch clearance plus a couple of thousandths. We recommend the use of plastic spur gears because these will not cut through track braid (like metal gears do) when your tires wear down. If you use metal 84 pitch gears, do your shop owner a favor and make certain you use small enough gears to have a 1/16-inch clearance under the gear. Then change tires before the gear hits the track. You shop owners should insist on 1/16-inch clearance under metal gears.

This type of low CG frame will handle the best when used with the lightweight Dynamic, 900 Series Lancer, Champion Featherweights, or Russkit 10 mil jobs. We have chosen the Dynamic Lotus 40. Mounting the body as low as possible also helps the handling. Many people spend hours building a chassis and then mount a heavy body a mile in the air. There are tricks to doing this correctly, but with practice you can get them low and securely mounted so they will not come off during a race. One secret is to mount the body on the frame before it is painted. Pull the pins out one at a time and punch the pin through a little scrap piece of plastic cut from the cockpit area. Push the pin all the way into the pin tube and glue the plastic reinforcing piece to the body with Testors liquid plastic cement. Do this for all four pins. Remove body and paint it. When the body is dry use the nylon reinforcing tape that comes in the Dynamic body kit. Cut it down the middle in equal lengths and put it on the inside lower edges of the body over the pin holes. Now remount the body and head for the track. You've got a real winning combination.

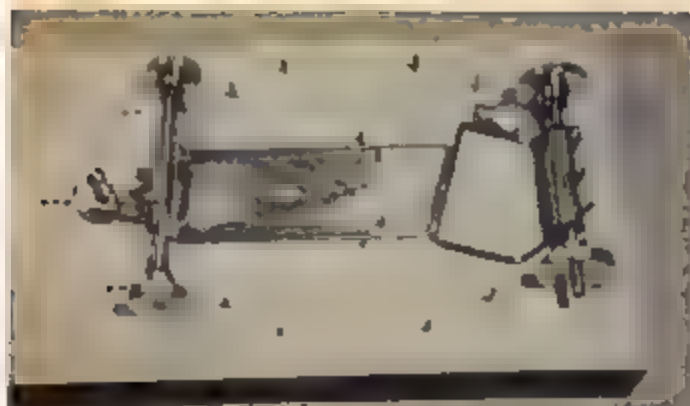
PARTS LIST FOR ANGLEWINDER FRAME

1 Champion building block, Catalog No. 2002, with Set-up Wheels, Flag Set and Instruction Sheet ...	\$ 4.98
1 Champion rear bracket, Catalog No. 285-1X89
1 pr. Varitas ball bearings	3.00
1 Champion drop arm, Catalog No. 290-3	1.49
1 pr. Champion floating body mounts, Catalog No. 290-2 (FBK)	1.49
1 517B	13.95
1 pr. Champion set screw front wheels, Catalog No. 394	1.59
1 pr. Champion rears with axle, new "star" spline set screws and wrench, Catalog No. 390 ...	2.25
1 Weldun 7 tooth pinion35
1 Cox 34 tooth spur gear50
1 Cox quick change guide flag69
1 Champion brass rods and strips, Catalog No. BR859
1 pc. .047 piano wire07
1 pc. .055 piano wire08
1 pc. .052 piano wire10
1 front axle tube12
1 Dynamic Lotus 40 body painted with Ulrich paint	1.59
	\$33.53

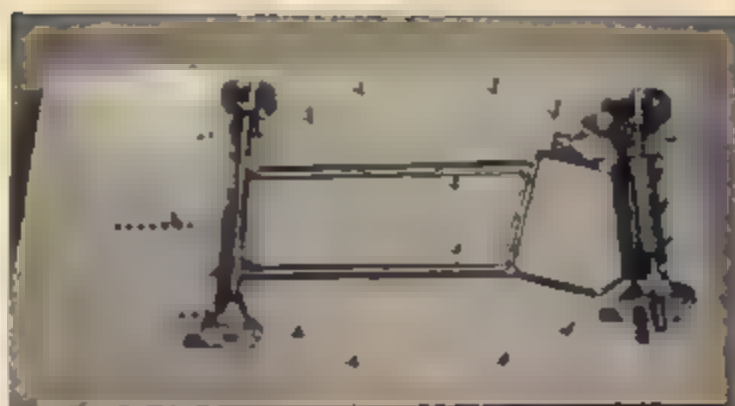
A permanent building jig set-up, which can be used over and over, costs you \$4.98.

Parts needed to build the frame cost only \$4.22.

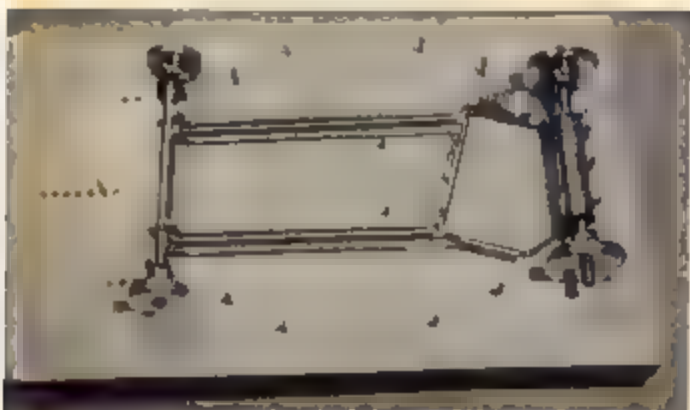
Other parts, if you purchase the items I listed, would cost you about \$25.00, but most of you already have motors, tires, guide flags, etc. Or, if you're the type that likes to race but does not have the time or patience to build, write to me at Williamsburg Raceway, 3852 Stewart Road, Doraville, Georgia, and I'll build the car for you.



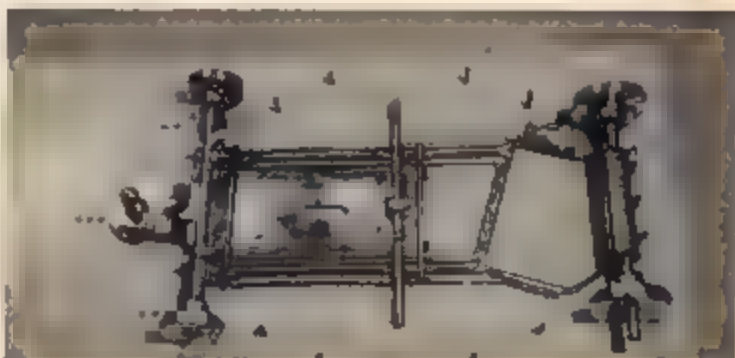
The first brass rods laid alongside the drop arm and soldered to the front axle tube and the wire motor loop.



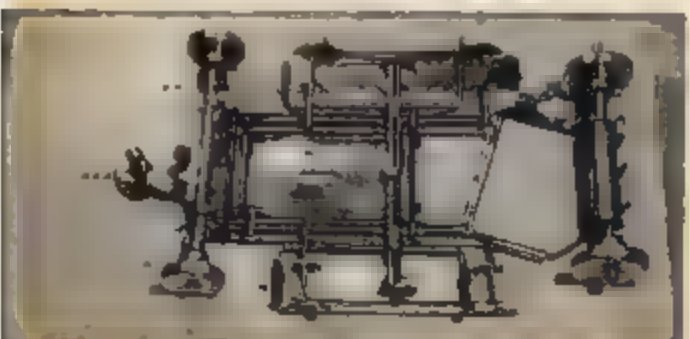
The second rail made of 1/16" piano wire. Use .047 piano wire spacers to space rods apart while soldering. These 1/2" pieces can be added as stiffeners later, if needed.



Installation of the third pair of rails bent so they go around the loop and then soldered in place.



(1) Installation of the drop arm, (2) Drop arm upward limit stop rod on frame behind front axle tube (.055 piano wire); (3) We always solder a bar of .055 piano wire behind the drop arm to hold the tubes on the drop arm up tight and prevent any slop from occurring.

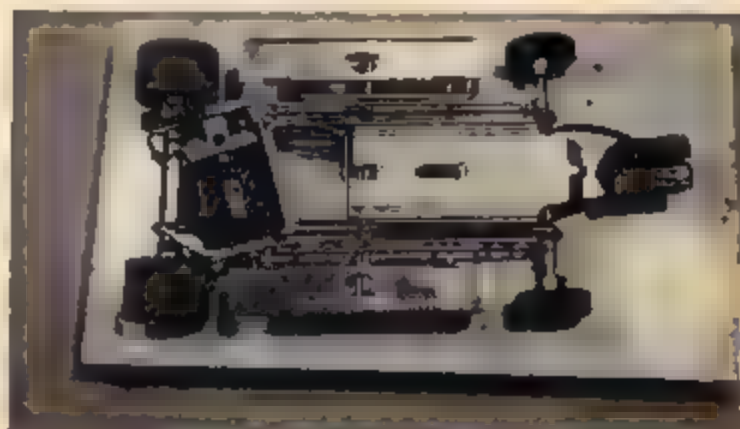
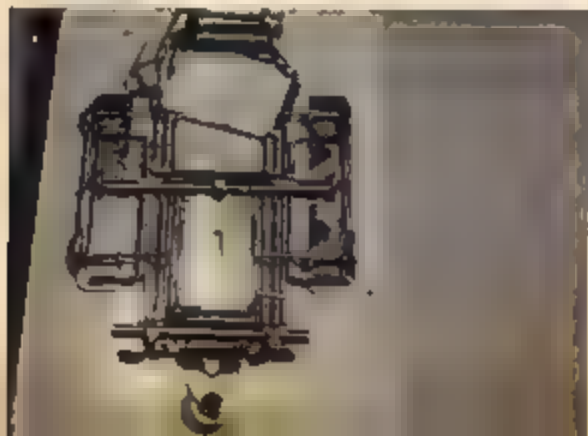


Installation of the Champion floating body mounts and the downward limit stop on the drop arm. Follow instruction sheet that comes with floating mounts for details.

Top view of completed frame. Note rear bracing.



Low-angle side view showing bracket bracing on motor mounting bracket.



Bottom view of completed frame built up with motor, tires, etc.

By Bob Hoegner

"CHARGIN' CHOPPER"

"What's a 'Chopper,' " you ask? My friends, if the term is unfamiliar to you, you've been missing some wild model building. Let's have at it!

What's a Chopper, you ask? Well, it could be many things depending upon your interests and train of thought at the moment the question is asked. It could be George, our first president, with his axe (he was a real chopper with cherry trees). It could be any one of a number of helicopters, but in Southern California it's a motorcycle that has been chopped up, rearranged, modified and eventually reassembled.

While it is quite doubtful that there will ever be two identical choppers built, they do follow a loose pattern in that the front forks assume an extreme rake angle which requires extending the fork legs considerably. It must have a lowered seating position, a

custom tank generally smaller than stock, and extended-and-over-emphasized exhaust pipes. Beyond this point it's up to the builder as to just how far out his creative talent will take him. Yes, choppers take many wild, weird, wonderful as well as unusual forms.

A Harley Davidson is normally used as the basis of such a machine with Triumph twins as a second choice. Harley-Davidsons are unavailable in model form so our chopper is based upon the excellent Revell one-eight scale Triumph kit. While we have used parts of both the Tiger and Drag bike kits to show what can be accomplished without scratch building, a little ingenuity and substitution on your part and the chopper can be built from one kit.

The frame is by far the single most important part of any motorcycle, full-size or in model form. Unlike a car, the frame is exposed for all to see

and all other parts are directly related to it in either installation or operation. Its styling and configuration determine to a great extent its size, the location of all component parts as well as the final appearance of the motorcycle. With this in mind, plan your work carefully beforehand to avoid unnecessary rework.

Assemble the major components (wheels, engine, and frame) to the point that a trial assembly can be made, and see how the parts relate to each other. To obtain the excessive front fork rake common to all choppers, the frame head angle will have to be reworked. With the engine temporarily installed in the frame you will see that there is a fair gap between the cylinder heads and the frame main

There are as many different choppers as there are people who build them. No two are the same. Front forks, seating position and pipes set the trend.





This one uses an extreme rake to the front forks, high-rise handle bars, a stock tank and long upswept megaphone exhausts.

Text describes method of extending forks. These were extended the distance between lower tube collar and the axle bolt.



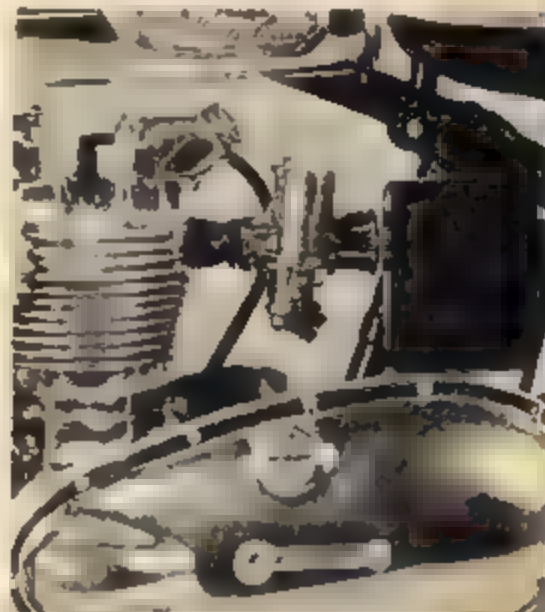
A moderate front fork rake, peanut tank and stylized exhaust pipes present a different appearance to this Triumph.

Stock Triumph has moderate rake angle to front forks, short handle bars and a front fender that no chopper would dare to be seen with. It's just not the thing.

Seat position is much higher and forward on stock bike than the chopper. Note clearance between top of engine and frame.



CHOPPER



tube. By removing a section of the vertical behind the engine, the angle of the upper frame tube can be changed, lowering this section at the rear until it just clears the top of the engine. Changing this angle is accomplished by carefully heating the front down tube at the base of its intersection with the short horizontal tube. As the plastic softens, gently press the upper tube down until it just clears the engine. Purposely do not remove too large a section of the rear down tube until after reforming the upper one so that a well-matched and proper fit can be made.

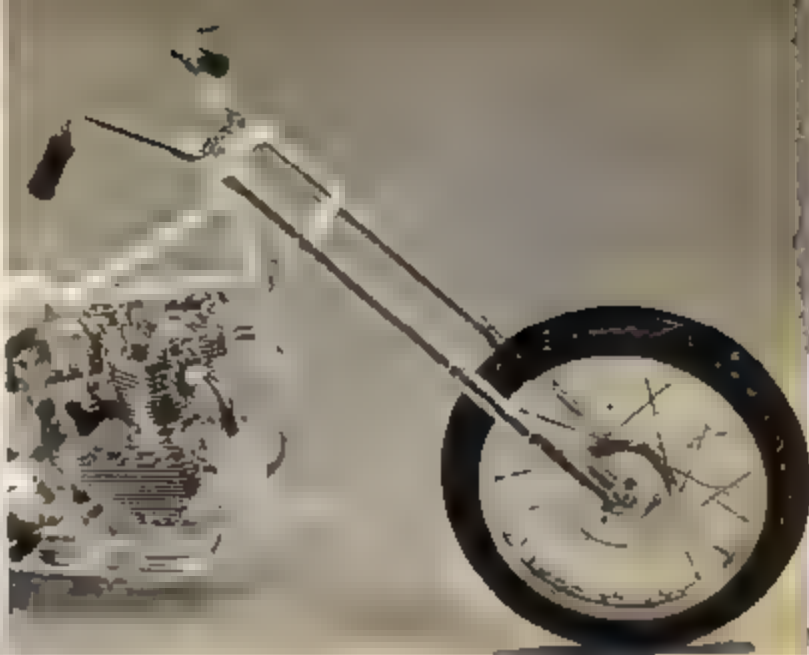
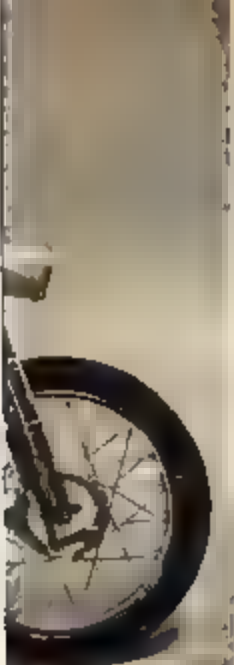
At this point, it might be wise to

point out that any re-forming that is required should be accomplished over a concentrated heat such as a soldering iron, wood burning tool or auto cutter. Hold the part approximately one-half inch above the iron and move back and forth as well as rotate it to obtain an even heat distribution in the area to be reworked. Tight local bends require more rotation while longer radius bends require heat over a larger area, so move the part back and forth to a greater extent. A little practice with scrap parts and you can determine when the part is soft enough to bend easily.

The rear frame tubes will have to be adjusted to fit the lowered position of their upper attach point. The oil tank and battery case location will have to be adjusted slightly as the reduction of

height in this area will offer some restriction.

The drive line, engine, transmission, chain and rear wheel can be assembled at this time. Make a temporary assembly of the front forks using clothes pins to hold parts together in order to determine the extent that the fork tubes must be lengthened. By comparing the parts with the photos you will see they were lengthened the distance between the tube collar and the axle. This was accomplished by cutting the outside sections just above the axle fittings and the inside sections just below the collar. With the second set of parts cut the inside tubes to the length required and cement in place, then trim the remaining outer tubes to match the ring on the inside section. Properly done, the rework is all but



Front tube of frame is bent in area noted by pencil. Horizontal tube just clears top of engine. Method used is described in text.

New length of fork tubes depends upon rake angle and amount of ground clearance desired. Too short and front of frame will drag on ground.

After rework, clearance between engine and frame is minimal. Size and shape of tank change character of bike.



Compare seat height and position to that of stock bike. Area of cuts in side of seat to aid in forming are still visible as seat is not yet painted.



invisible.

The seat from the Drag Bike is re-formed by making a number of saw cuts in both sides, keeping them equally spaced and to the edge of the bead. Heat is again used to re-form the part. This will result in a number of small pie-shaped gaps in the side flange. These should be filled with small scraps of plastic, allowed to dry and then filed smooth. Plan the bends in the seat to conform to the frame and rear fender. Fill the void at the vertical back section with scrap sheet plastic or card stock.

Gas tanks we will leave to your imagination, as anything goes. They can be anything from stock to little peanut tanks and wild far out sculptured items are the "in thing." Would you believe this one originally

was the fuselage of a 1/72 scale airplane? With a little help from some scrap plastic and filler, it makes an acceptable tank. Some builders even go so far as to mold the tank into the frame, making it an integrated part of that unit. Choppers are the expressions of the individual builder, so be original in your thinking. Anything goes, no matter how far out it may seem to be.

The last major item for your bike is the exhaust system and it plays a large part in its over-all appearance due to its size and styling. The photos show three different configurations and, as you can see, the only requirement is that they have an upweep at the rear.

To obtain the high-rise ones used on our model, the header pipes of the drag bike were first installed. Then the two exhaust pipes for the stock Tiger

were assembled. The pipes were cut just behind the first bend normally attached to the cylinder head. This end was then joined to the other pipes. The short right angle bends that were cut off were then "joined" to the ends of the uprights to direct the exhaust toward the rear. Altogether a king-size exhaust system.

As we stated earlier in this article, we used some parts from two kits to build this bike. This may seem like a large outlay of hard-earned cash just to build one model, and if that were the extent of it I would agree with you, but hold on to all those unused parts. We hope (with your approval) to bring you succeeding articles on a number of bike variations in which this stockpile of parts will be a valuable source of parts for use in their construction.

This month we finish the track! It's smooth, reliable and wild to drive on, and it makes an ideal club track.

By Robert Schleicher

BUILD THE IDEAL HOME SLOT TRACK

Part Three

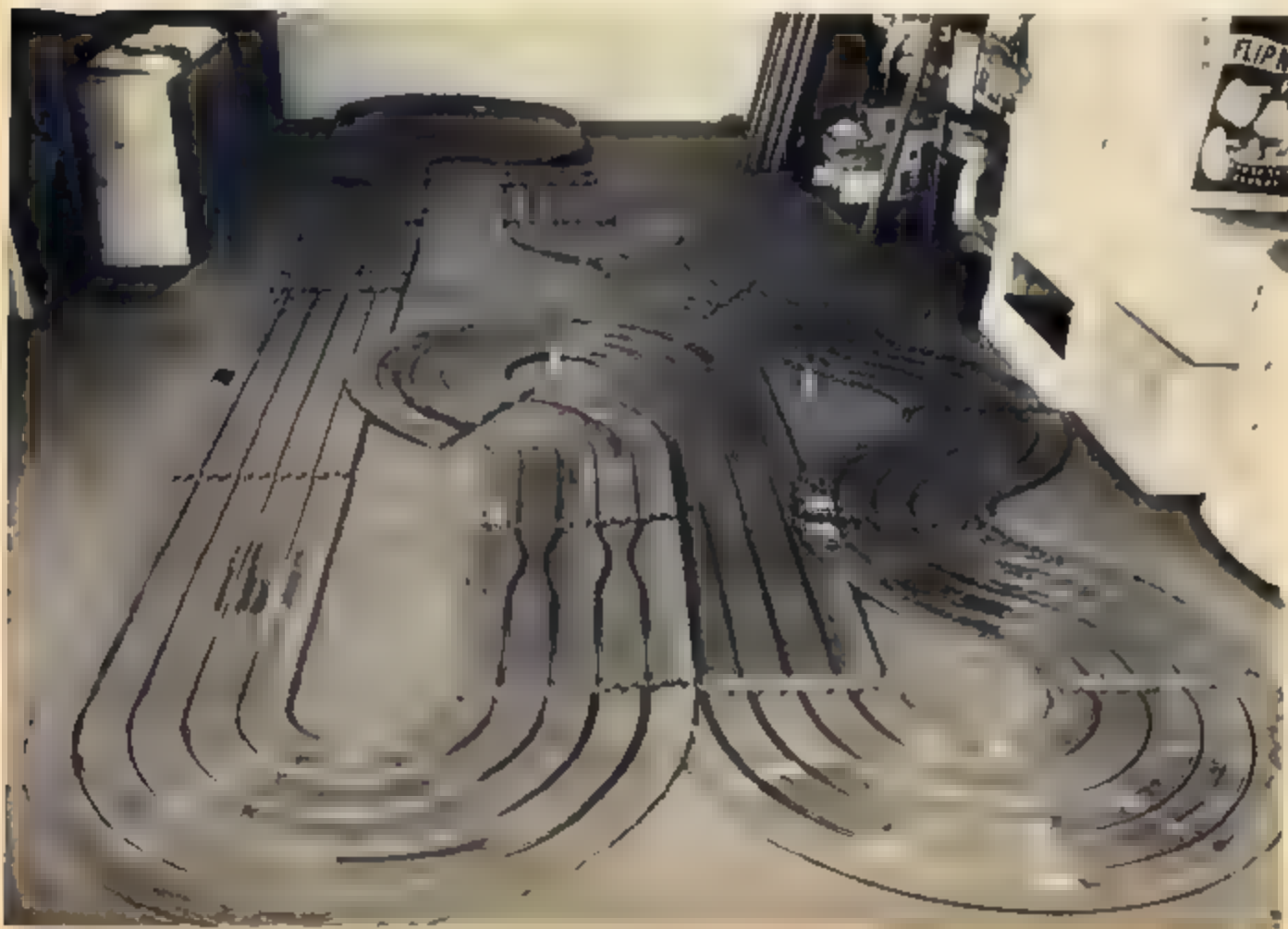
Last month we showed you some of the basic ideas and methods of speeding the assembly and disassembly of sectional track to make it more easily used for really large four-lane tracks by clubs or other groups of 1/32 scale home racing set owners. This month we outline the ultimate expansion of the track into a figure "eight" and, finally, into a giant 18-foot x 8-foot replica of the Riverside Raceway with about a 58-foot length per lap. On a really large track you soon see the advantage of having the track glued into modular sections. The Riverside course, for example, requires about 17 modules of track. Contained in these 17 modules are over 250 individual pieces of track. It takes less than an hour to assemble the Riverside

Riverside Raceway contains "B," "C," "D," "E," two "G," "HA," "HB," "M" curved modules as well as straight modules that are one-half, one, two, and four and one-half straights long. It occupies an 8' x 18' area and is approximately 58' per lap. Note how bridge supports are used to separate overlapping skid apron areas. Clear plastic sheeting surrounds table edge on curves to keep cars off floor.

track from the glued-together modules of individual track sections—it would take about eight hours or more if all 250 pieces had to be assembled.

Disassembly of the track took about 15 minutes with the modular construction. The difference in time allows for the ease in alignment when assembling and for marking the track off into lengths for recording fractions of laps and marking lane colors. Track made up from Revell, Monogram, MRC/Scalextric or Atlas track sections is at least as smooth to race on as the very finest handrouted home track with the added advantages of being portable so that members can share in the actual track ownership. The course can be changed to fit different areas, or just to provide a variety of tracks from a single set of sectional track modules.

To be sure of ample power supply to all parts of the track (and this applies to ANY routed track, as well), a track of 20 or more feet per lap should have some extra connections, or "boosters," from the power supply to more remote parts of the track. With the plug-in feature of most sectional tracks this is easy enough to provide for with a single "booster" power cable to connect the power

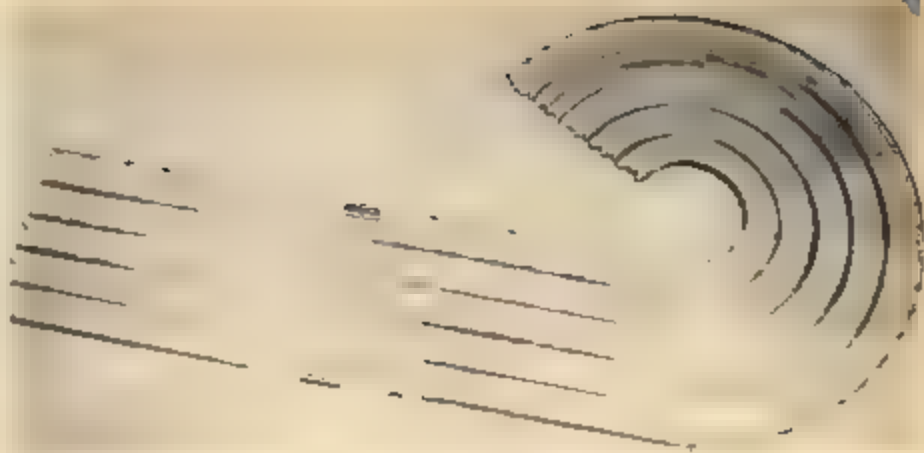


supply (preferably a 12-volt storage battery, not the tiny transformers supplied with most sets—use them to charge the battery).

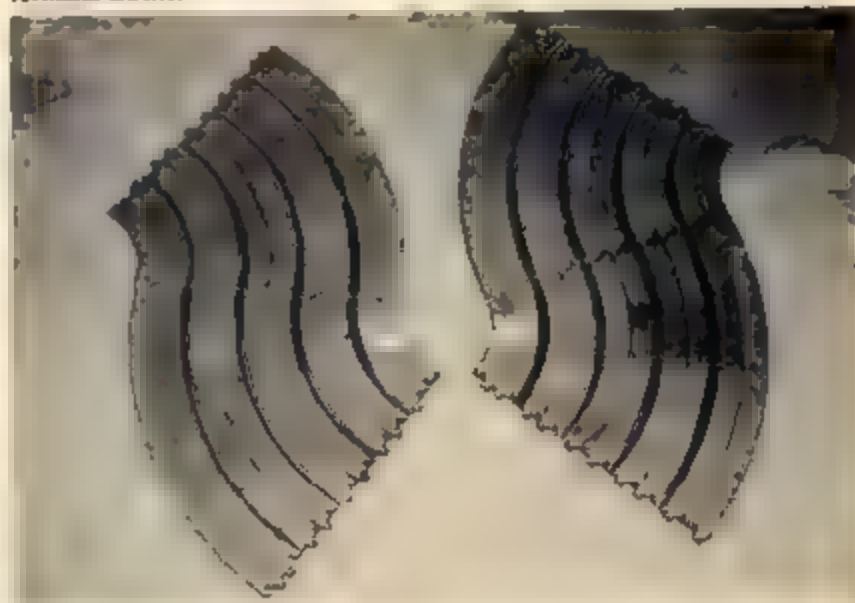
Finally, the fence sections should be cut away from the skid aprons supplied by Monogram, Revell or Atlas so the cars cannot catch their bodies on them as they drift out on curves.

To repeat and recap: We feel that there is simply NO better way for a club or group of enthusiasts to race than on the Revell, Monogram, Atlas or MRC/Scalextric brands of sectional home racing set tracks IF skid aprons *withOUT* fences are provided around ALL curves and most straights, with the track glued into a series of quick-to-assemble modules, off the floor on portable or permanent tables, with adequate power supply delivered to the track through adequate wiring. This issue of MCS, as well as the July and August issues, have outlined the basic steps needed to convert any racing set into a complete club raceway. You can go a step further and provide electric lap counting, pits and other portable scenery, but the basic steps have been outlined and proven in actual club use for you. Get together with those friends who have racing sets, get the extra skid aprons and tables among the members, and get started on your own modular and portable raceway.

Next month we'll show you how to combine different brands of 1/32 scale sectional track.



"B" module contains ten full straight sections, four inner curves, and eight outer curves with both inside and outside skid aprons to match. Two of the straight sections are terminal tracks.

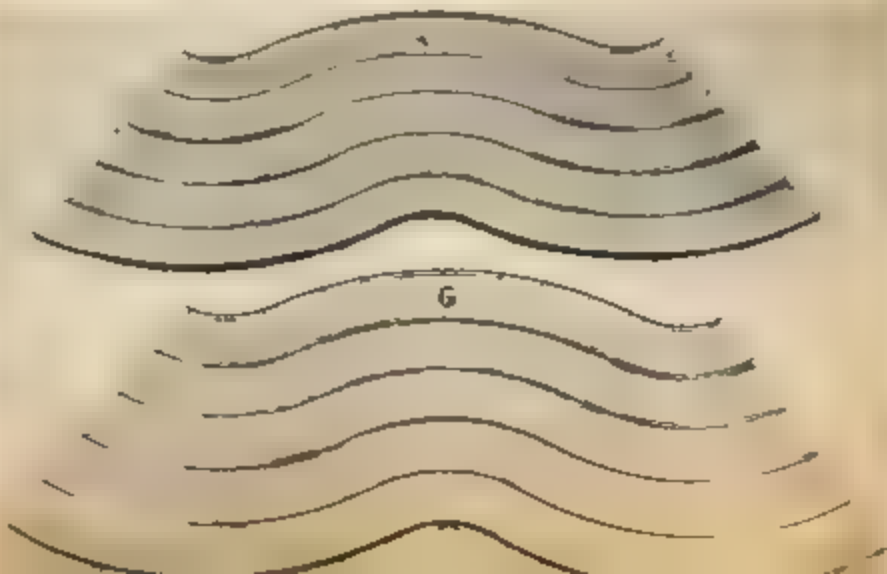


Right and left small eas curves, "HA" and "HB," contain only two inner curves and four outer curves each with skid aprons. Joints between track sections of each module are glued together.

Two large eas curves are needed on many plans. These, modules "G," contain three inner curves and six outer curves each. ALL track shown this month and last is Revell, but the basic geometry can be duplicated with either Monogram or Atlas. MRC/Scalextric track sections have different curve angles.

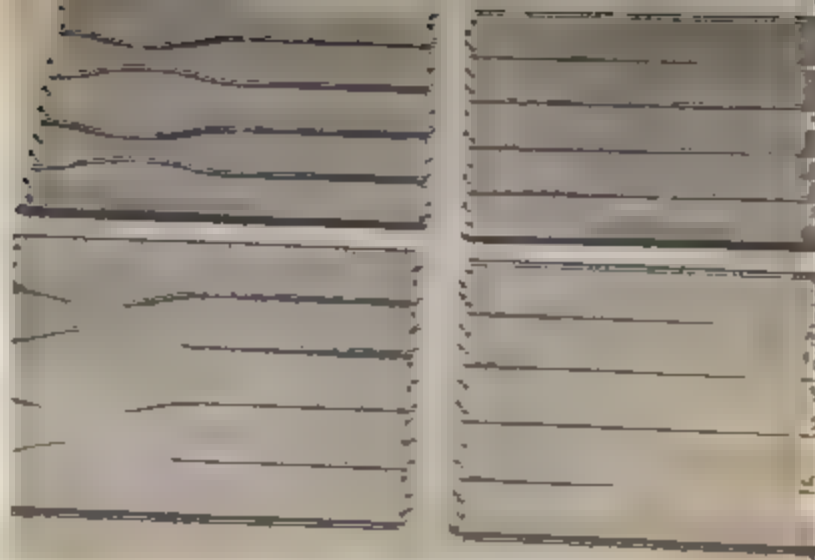


Short angle bend, modules "M," and "J," are useful on most track plans. Two full straights, one inner and two outer curves are needed with skid aprons





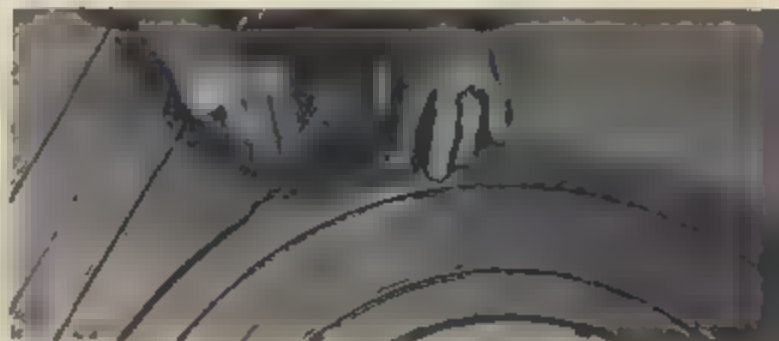
Various short straight pieces are needed in most track plans. Full straights were also shown last month, are accompanied in this photo by a set of half-strights containing two half-straight sections, each with skid apron on both sides.



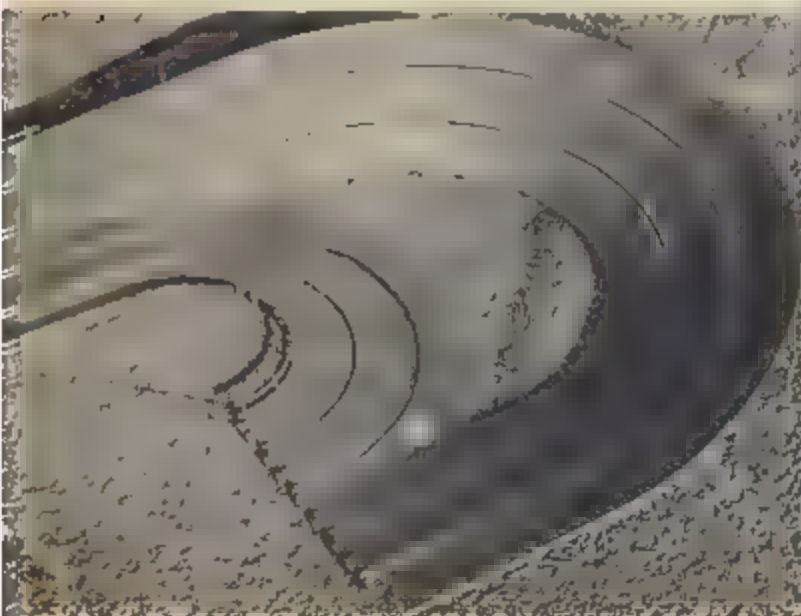
Four pieces of four full straights each are versatile modules. Here, two modules have chicane sections included for variety.



Cut out the area of the special banked turn straights where the inside two lanes' curve overlaps. Again, this is all Revell track sections.



Fitting banked track sections into four-lane plans is complicated, but the method here results in (believe it or not) equal times through the turn in all four lanes. Line up the straight sections connecting a standard curve with one leading into the bank turn and mark where the curve overlaps the banked turn's special straight section.



The actual banked turn curve track sections are added next. The track is glued except for the joint of the right hand straights, and (after the glue has dried a few DAYS) the right hand straights are removed. Inner and straight skid aprons are added, and banked turn module "D" is complete. Note that this turn must contain one of the Revell No. R3626 180° banked turn kits or equal track from one of their sets.



Fit the modified straights onto two standard straights and connect with the inner curve and its straights, as shown.



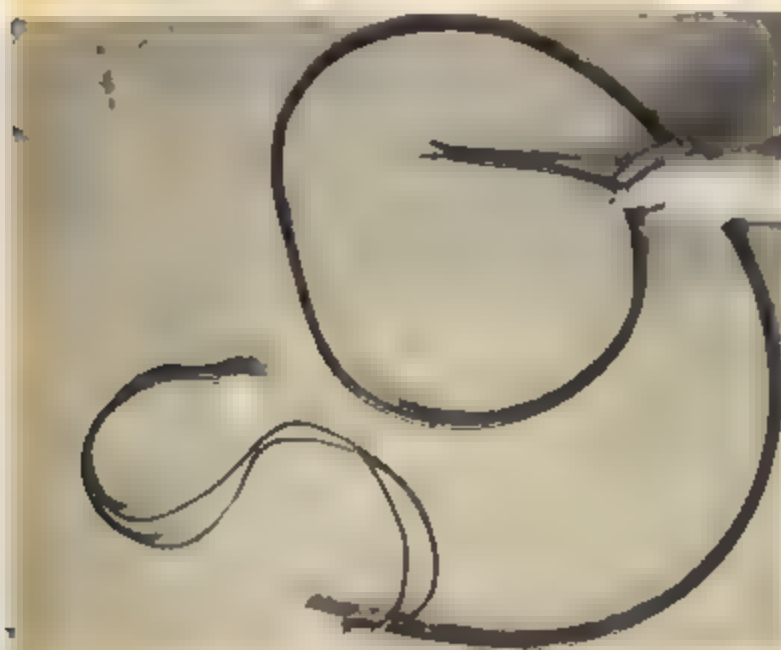
To keep from catching the rear of most 1/32 scale cars, the railing on the Revell, Monogram or Atlas skid aprons must be cut away with a razor saw. Clear plastic sheeting, .040" thick and about six inches high is stapled to the table edges to keep "wild" cars off the floor on this portable track system.



The small-size wire in the power cables should be replaced with No. 14 wire to conduct the power from a storage battery to the current-grabbing "rewind" motors in the faster "club" cars. Revell's plugs can be simply pried apart with a screwdriver.



Heavily insulated, two-strand, 14 gauge house wiring cable is best to connect a battery power supply to the track. For a large track like Riverside, three ten-foot cables are needed.



A single complete cable for four-lane track. Two white plugs are needed to connect to the two terminal track sections needed on any four-lane raceway. On a long track, three sets of two terminal tracks are used to be sure of adequate power all the way around the course, so three cables like the one shown were made with their battery ends connected for quicker installation.



The end hole and the inner webbing of the plug must be enlarged with a knife or Moto Tool to clear the bigger wire.



The wires connecting the plugs from one side of the track's power terminal section to the other can be single strands of No. 14 connected into the end of the main cable. Make the connecting wire 18" long and connect the end as shown. Solder and wrap with insulating plastic tape.



The stripped ends of the cable are soldered to the plug tips and laid into the plug, as shown. Be sure, for four-lane tracks, that the black wires connect to the plug tip closest to the offset aligning pin hole in BOTH sockets to eliminate any chance for short circuits.



A storage battery makes the most economical large power supply. Auto supply stores can supply battery terminals with wing nuts like those shown for quick installation of track's power wires. The power packs from any of the sets make a good battery charger. Be sure battery is charged outside or in well-ventilated room to avoid danger of explosion.

By Robert Schleicher

MISS DEAL!

Revell's newest Pony Car goes from shelf to slot

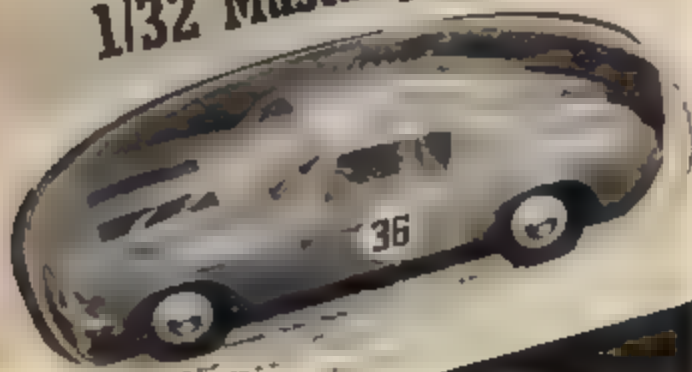
Of course it's real! Drag racer Skip Hess wanted a "catchy" title for his Mustang-styled AA/gas supercharged class car, and who could ask for anything better than "Revell Kit?" This wild "Pony Car" has all the trim and trappings needed in hotly contested NHRA and AHRA racing including the almost standard solid front axle, fiberglass hood and fenders, "mag" wheels and a screaming supercharged Ford engine. This man Hess must be doing something right, for the car has already turned over 161 mph in the quarter with an 8.89 ET and Hess is still trying to work out the "new car bugs!"

For a model of the car why not 1/32 scale. If you want to have a slot-dragger, Revell offers a well-engineered ready-to-run home set version of the Mustang fastback at a mere \$6. For the shelf the same basic body style is available in Revell's new \$1 display kit. The Revell "Miss Deal" 1/25 scale funny car provides the "pipes," supercharger, and "mags" needed to simulate those on Hess' car, and the rest is easy.

Look what's leaving Revell's main door! It's Skip Hess' Revell-sponsored AA/Gas Supercharged Mustang! Let's build a model of this record smasher!



Model Racing Car 1/32 Mustang 2+2



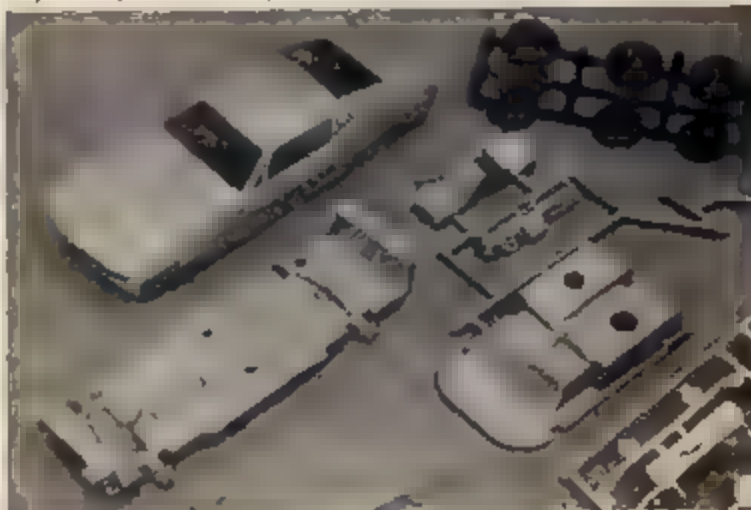
Revell offers the Mustang fastback in 1/32 scale as either a \$1 display model kit OR this \$6 ready-to-run home set car. Home set version has flexible polypropylene body in orange color.



Revell's "Miss Deal" 1/25 scale kit will be needed for either shelf or static versions of the "Revell Kit" funny car.

Only supercharger, heads, headers, and front wheels, tires, and axle will be needed from the "Miss Deal" kit.

Static kit builds up into 1/32 scale model identical to ready-to-run except for chassis and a green styrene plastic body. Either will make the "Kit."

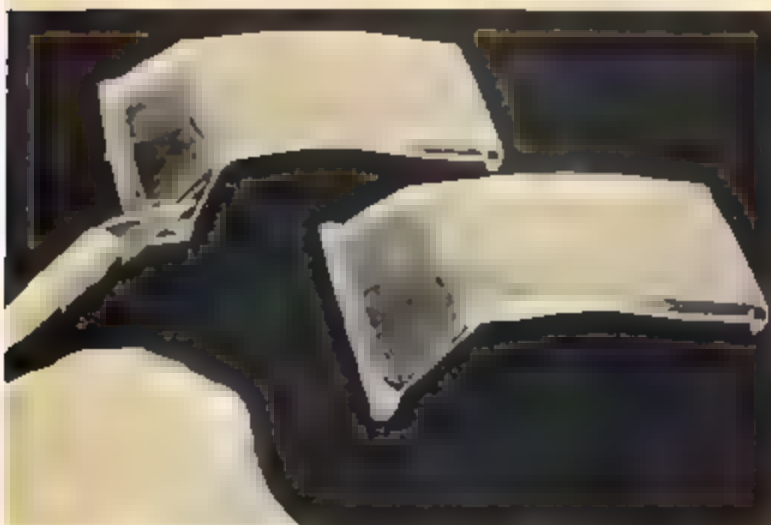


Carefully trim away only the bumper part of the front bumper/grille assembly with a razor saw and sharp knife.

Assemble supercharger, heads, and #15 adapter.
Cut off bottom 2/3rds of blower drive casing #27



Start hole in hood for supercharger with a drilled hole, then open up to size shown, with a sharp hobby knife.



Cut away the front quarter windows from the window insert so it looks like bottom piece in photo.



A 1-3/4" piece of BOTH 3/32" and 1/8" brass tubing will be needed to adapt "Miss Deal" front wheels to slot version of "Kit" with two 5/16" spacers of 5/32" brass tube. For static version, wheels can simply be glued to shortened stubs on chassis piece.



Slot version of "Kit" here, with the new front wheels and tires in place.

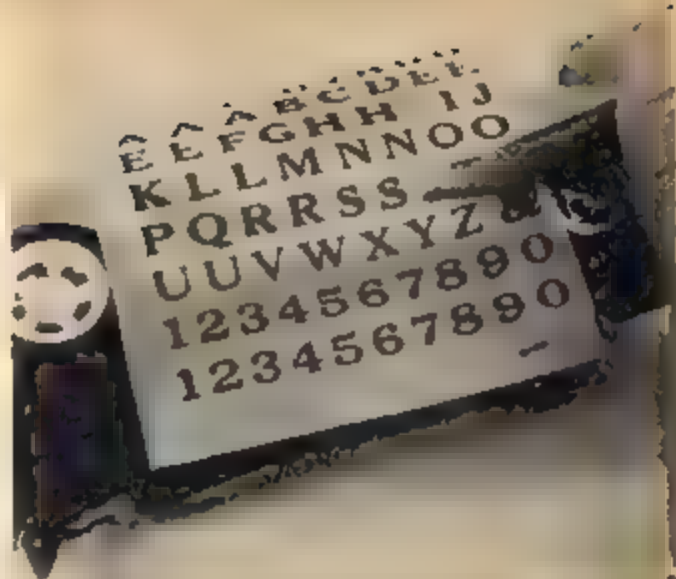
36/Model Car Science



Interior of slot car version is painted flat black and driver is detail painted. Add a 1/8" spacer between front interior post and chassis to raise front of body.



Mag-style, set-screw rear wheels and foam tires are strictly optional. The "Miss Deal" rear wheels can be cut down to form an imitation "mag" wheel insert.



Stylized "Revell" must be hand-painted or trimmed from Revell ad and glued on with rubber cement. "Kit" can be lettered with rub-on (dry transfer) letters.



Pieces for slot racing version of the Revell Kit funny car are shown. Bottom of blower and adapter must be cut off at an angle to rest on interior piece. For static version, these parts with the exhaust headers attached, can merely be glued to underside of hood.



Slot version of "Kit" has headers glued to underside of interior with Pliobond cement. Floor pan of static version will have to be cut away to clear ends of headers.



Real "Revell Kit" is painted orange, so slot car version needs no paint. Front of body is raised 1/8" to give impression of a wheelie even when front wheels are on track. For "match racing" Mustang can face off with Revell's Camaro also sold as either a \$1 static model or \$6 slot rtr.

Painting Techniques

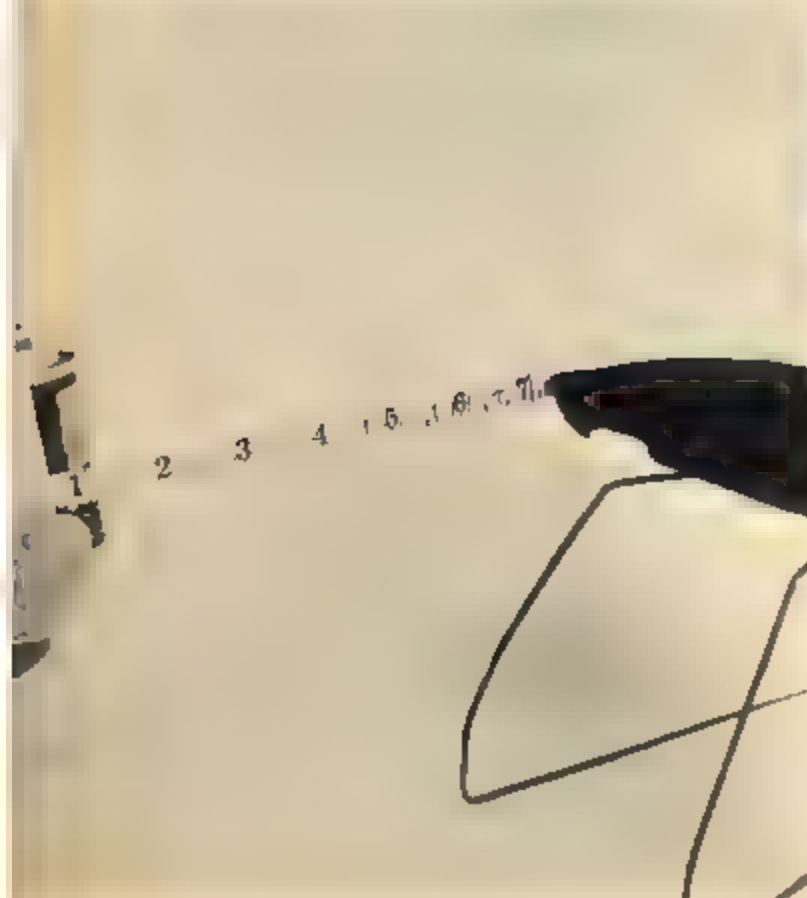
Part IV

Now that your model is perfectly prepared, let's shoot it with paint.



By Ben Milispaugh

The first three parts of this article have dealt mostly with preparation. This month, we are going to get into the real technique of spraying paint. Don't be afraid to experiment with paint to get it right. If you have some big trouble, go back to the section on preparation and see if the problem is there. If not, reread your text on spray technique. So much for the warmup... let's get under way, concentrating this month on lacquers.

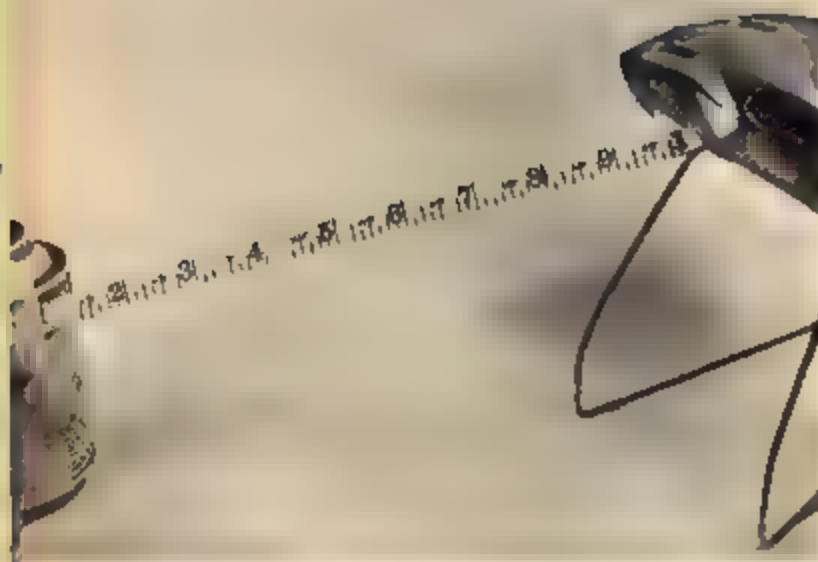


Heat paint in hot tap water before spraying. Dry the can with a terrycloth towel. Blow the water from the spray-head. Hold the can with the index finger on top of the head and, when spraying, push the head straight down. Start your spray before the panel and seven-and-one-half inches away, and then cross it squarely.



End your stroke past the panel to give an even coverage throughout the entire surface. Note the spread of the paint at this distance. Your greatest coverage will be in the middle. Overlap the second "pass" so that you don't get a great deal of paint on what you just covered, yet blend the edges enough to give even coverage.

After letting the panel set for an hour or so, apply a third, fourth and more if you need it. In making the pass across the panel, count quickly: one thousand, two thousand, three thousand. The one thousand should be the start of the spray, the two thousand and three thousand should complete the stroke.



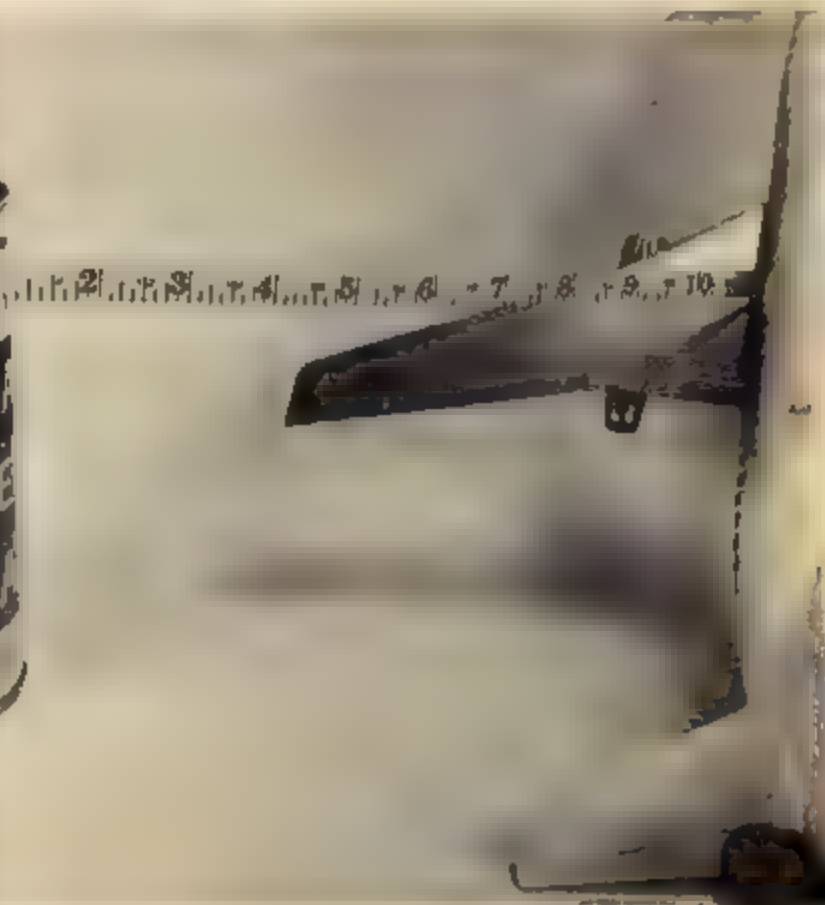
Okay, let's try a candy color. The first step is to shoot a gold underbase. This is Pactra's Candy Undercoat Gold and it will work equally well for both lacquer and enamel. To get a sparkly effect, hold the can of gold undercoater back 10 inches. This will give the maximum glitter effect under the candy paint. For a smooth sheen effect move in to eight inches and spray fast in a sweep, like the lacquer above.



Since we are working mostly with lacquers, let's shoot this AMT Candy Red. The first coat is shot as a mist from nine inches. After letting this set for about 10 minutes, go back and shoot another mist coat at the same distance. Let the candy set for about 30 minutes now to give a good drying time. Put on about two, three or four more misty coats at the same distance. When you are near but still a shade light of the color you want, move in to seven inches and spray a couple of fast "color" coats. This will give your model that beautiful candy color. Put your model in the foot locker to dry overnight. Let it set for a least a week before compounding.



The best silver aluminum paint that I've found, in lacquer, is this #7867 Martin Senour Brite Aluminum. For removing lacquer from surfaces due to spills and overspray, use Martin Senour #195 lacquer thinner. It can be purchased at most automotive or hardware stores.



The first few coats of this fine lacquer must be sprayed at 11 inches for maximum effectiveness. For spraying metallic lacquers, use the distance of nine inches for the first two coats. Then go in to seven inches for your last "color" coat. This gives your metallic finish a great surface.

MCS: MODEL OF THE MONTH CONTEST



HOW TO ENTER OUR CONTEST

You can enter any kind of a model you like (train, plane, boat, car, etc.) so let your imagination run wild! Just send one or two sharp black and white (no color please, we can't use it) photographs of the model, and a brief description of what you have done to it. Remember, other readers are interested in what you have done to your model, so be specific when mentioning the parts that you used. Send to: Editor, MCS, 171 Barrington Place, West Los Angeles, California 90049. Sorry, we can't return photos.

Randy Riley, 164 Terry's Plain Road Simsbury, Conn., has a winner and he calls it MAORA. This month's winner was built from a combination of Revell kits with frame rails from the Road Agent. It has a blown hemi for power and it is fully wired. The body is hinged for easy access to running gear. The interior is painted Flat Black and the body has seven coats of Sapphire Blue MetalFlake. The car comes complete, ready to go racing with trailer and Chevy Impala tow car. Randy took approximately three months to build this wild runner.



A lady gets in the car building act! Miss Ruby Carbonell, 2907 Dewey Street, Tampa, Florida, built this IMC Cougar with wired and detailed engine, retractable lights, workable steering. Interior detail includes upholstery on seats, seat belts, floor carpet and padded dash. The car is painted Bright Red. We like to see girls build models, Ruby.

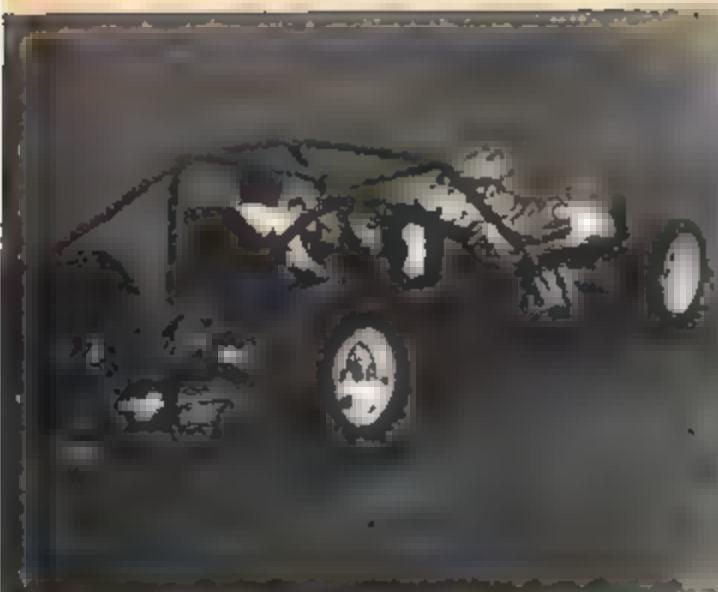




John Seeley, 145 West Main Street, Troy, Penn., comes up with a scratch-built that is wild. The body is made from balsa wood, and the frame is '41 Ford. Engine is blown Chrysler completely wired. The finish consists of 12 coats of primer, five coats of DiamondFlake Purple, and five coats of DiamondFlake Red. Good job, John.



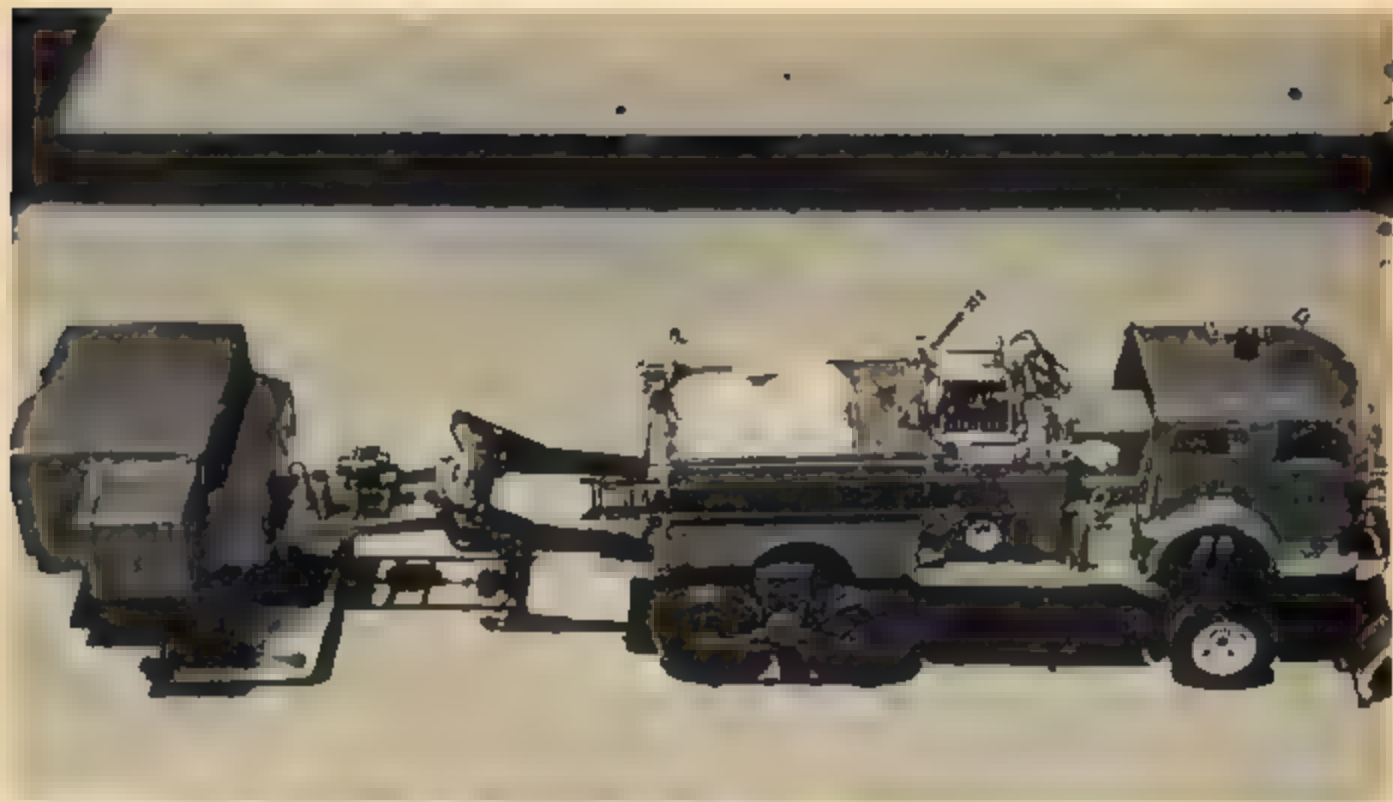
A Camaro Funny Car comes from John Le Grand, 1555 Drexel Drive, Lemon Grove, Calif., built from modified MPC and AMT kits with a blown Chrysler engine completely wired. Paint is four coats of royal blue. Wild car, John.



A funny car from Canada. This 1967 Ford Mustang was built from an AMT kit by Eric Tikanen, 132 Diltz Road, Dunnville, Ont., Canada. It features a 427-cubic-inch SOHC Ford with Hilborn injectors, complete roll cage, rear spoiler and driver. The body is painted Metalflake Frost Grape and the windows are tinted. We like to hear from our Northern neighbors, Eric.

It's a beach buggy: Bryan Travis, 1227 Laurel Lane, Richard, Texas, creates a complete scene with his model built from a Monogram Red Barron kit and parts from Revell and IMC. The car has a tank chassis for hanging through the sand. Great for beach parties, Bryan.





Change of pace from John Servus, 2479 Richard Court, Mt. View, Calif. It's an all-purpose fire truck, built from an Aurora kit, with a great deal of detail work. Keep up the good work, John.

A Willys A/Gasser comes from Kurt Keller, P.O. Box 212, Brookston, Ind. The car is fully wired with tachometer, water lines, fuel lines and spark plug wires. The car is painted Lime Gold Metalflake and Jade Green to create a two-tone effect. Engine is blown Ford. I like that stand, Kurt.



Would you believe two SOHC Fords in a Cougar? Well, Jim Corbitt, 2921 20th Street, Boulder, Colorado, does. His Cougar Country charged has two Fords completely wired. Body paint is Orange with plenty of big-name decals. Nice job, Jim.



* WIN A \$25
 SAVINGS BOND
 * AND A
 THREE YEAR
 SUBSCRIPTION
 TO MODEL
 CAR SCIENCE!
 * NOTHING
 TO BUILD!
 * JUST DREAM
 UP A WILD
 NAME FOR
 THIS CAN-AM
 CAR! HURRY!

This nameless Can-Am car was designed by Gordon Saunders, and is being built by Eiser Racing Enterprises. But before it can race, it needs a name! Get with it guys! This clay model is setting against a mirror, which accounts for the "split" down the middle, and the reversed numbers. That's how new the car is guys! We get news when it's still HOT!

NAME THE CAN-AM CAR CONTEST



When the starter's flag drops at the start of the first race in the 1969 fall Can-Am series, a new car will be in the field. The car has no name yet—that's going to be *your* job—but it's in the process of being built now, so you'll have to hurry!

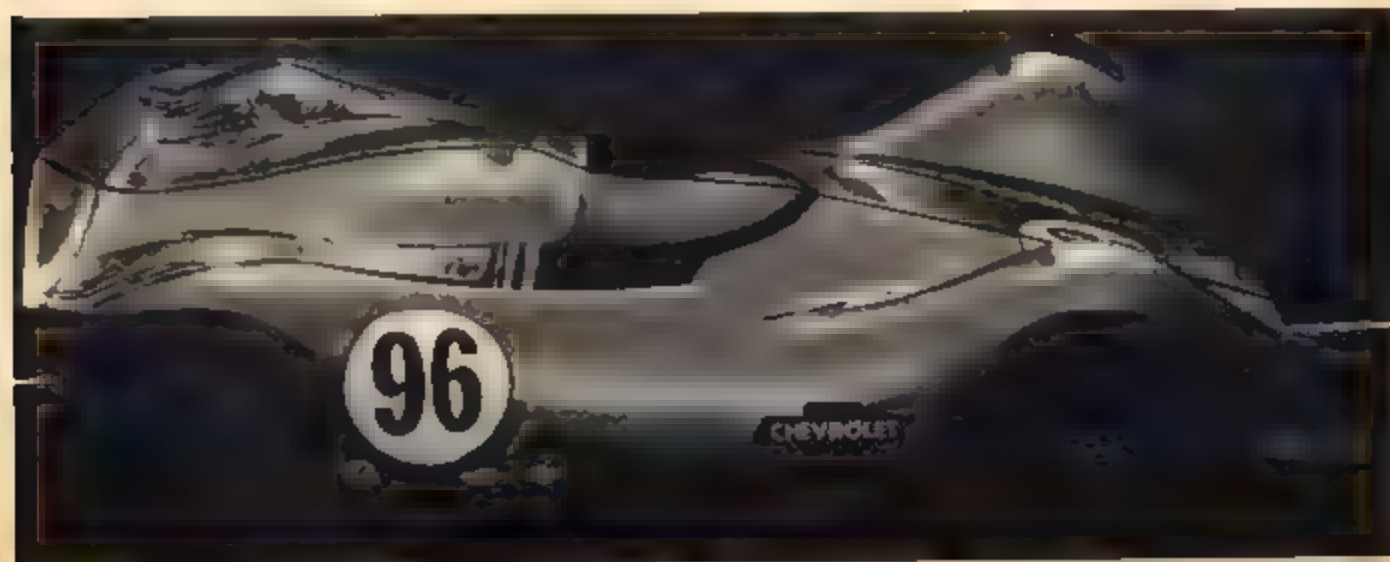
This gorgeous Can-Am machine was designed by Gordon Saunders, and the actual car (that's a model in the pictures) is being carefully fabricated at Eiser Racing Enterprises in Costa Mesa, California.

There's nothing to build. Just sit down and give it some serious thought. A beautiful car deserves a beautiful name, so strain your brain! When you think you've got a winner, simply jot the name down on a piece of paper, along with your name and address, and mail it to: The Contest Editor, Model Car Science Magazine, 131 Barrington Place, Los Angeles, California 90049. Contest judges will be Jerry Eiser, Gordon Saunders and the MODEL CAR SCIENCE staff.

The winner of our contest will receive a \$25.00 SAVINGS BOND and a THREE YEAR SUBSCRIPTION TO MCS. Even if you don't win, you will have a chance to win something, as we're awarding the next ten best names a ONE YEAR SUBSCRIPTION TO MCS.

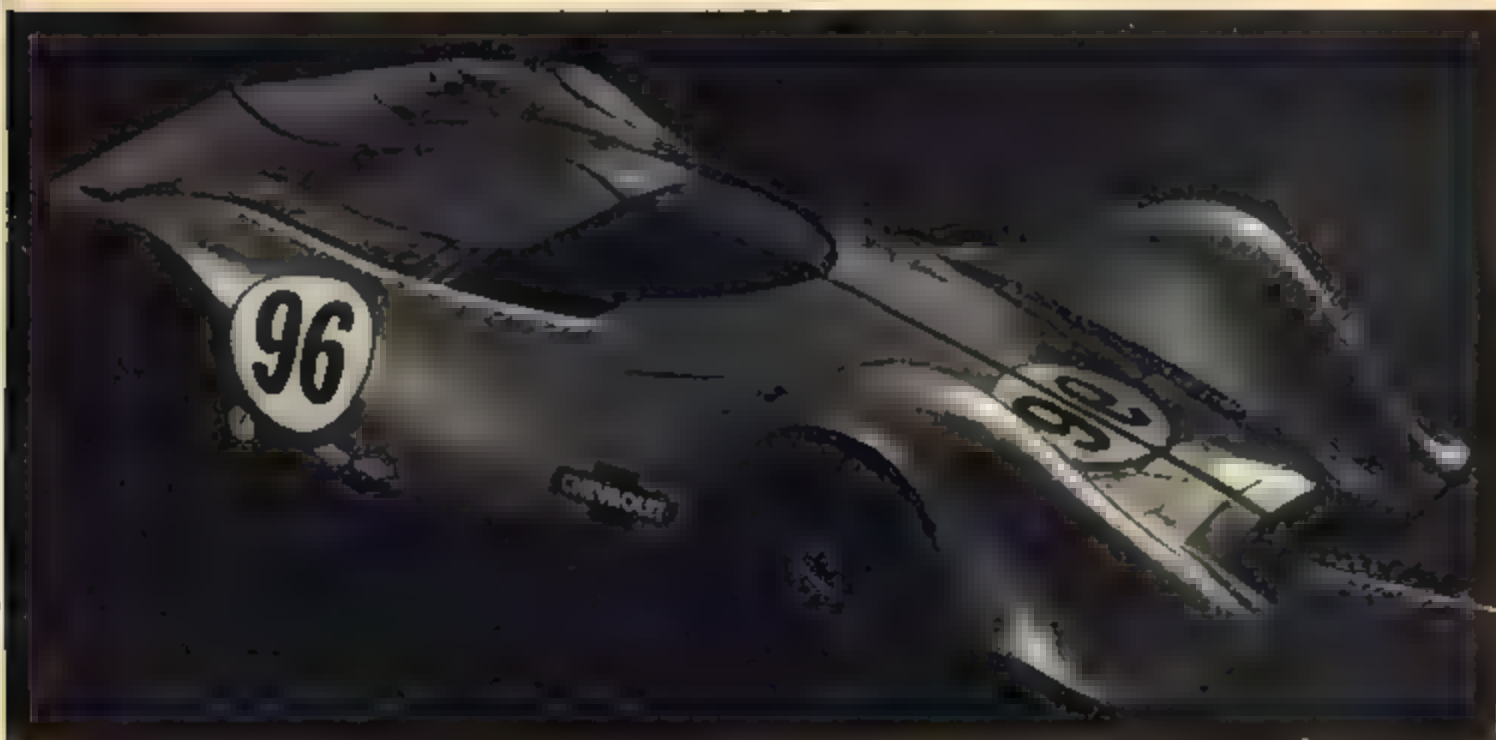
Imagine how proud you'd be seeing the real car in action, bearing the name *you* gave it! Out of sight!

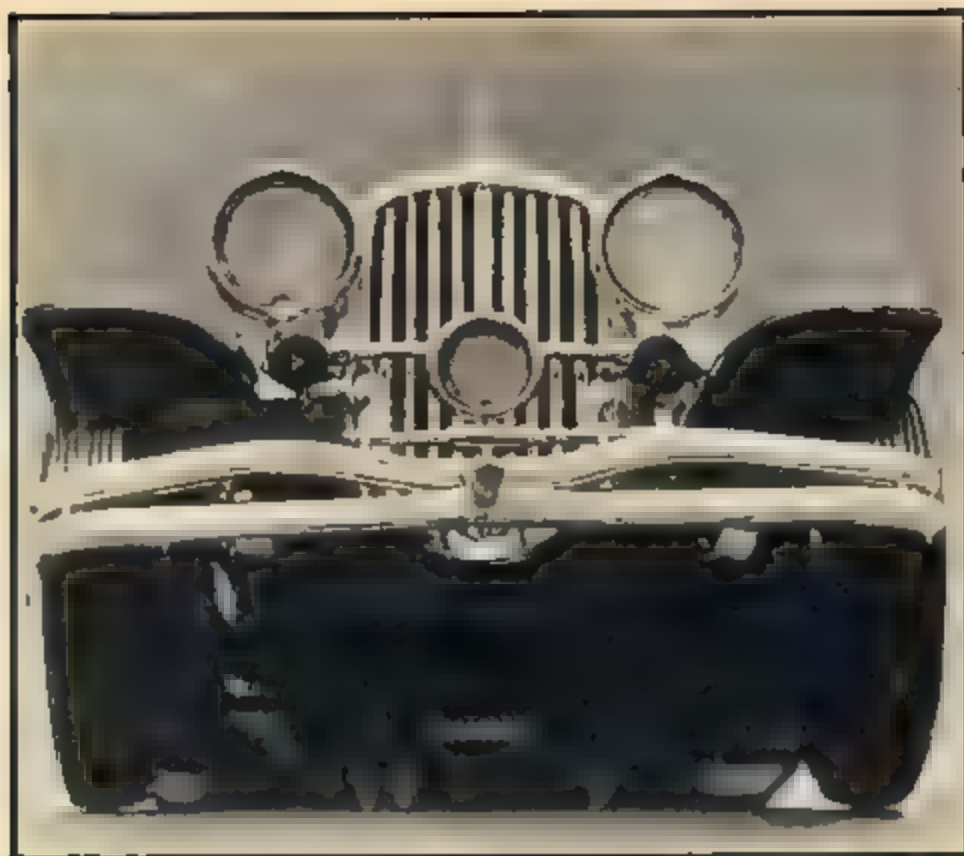
Hurry! The contest ends September 30, 1968! Get with it!



*** THIS NEW GROUP SEVEN CAR
NEEDS A NAME!**

*** AND THAT'S WHERE YOU COME IN!**





MONOGRAM COLLOSSAL CLASSIC

If the 1930-era Duesenberg was "The World's Finest Motor Car," at least one model of it belongs in your collection. Monogram has captured this "Colossal Classic" in perfect 1/24 scale.

Considered in the light of America's present imitation luxury cars like the Mark III Lincoln and Chrysler Imperial, it is difficult to believe that we once could honestly claim "The Finest Motor Car" in the world. Few automobile experts would argue that the current Lincoln or Chrysler "prestige" cars are even near the finest in the world but, in the 1930's, the proud Duesenberg could hold its own in any comparison with the true luxury cars of the period: the Rolls Royce, Isotta Fraschini, Bugatti, Mercedes-Benz, et al. Here was a single car that was actually better in style, handling, performance and technical specification than any of its competitors—surely the very best luxury-performance car ever made in America.

The full-size 1932 to 1938 Duesenberg model "J" and "SJ" (the "S" meaning supercharged) featured an inline eight-cylinder engine with double overhead camshafts operating four valves per cylinder. The engine was immense, with the crankshaft alone weighing 130 pounds! Duesen-

berg pioneered the use of hydraulic brakes on an automobile and, on the "J" and "SJ," the brakes were power-assisted. Most "SJ" Duesenbergs could exceed 125 mph with a 0-110 mph acceleration in the order of 18 seconds or less—not bad at all for a nearly three-TON luxury car on an over-12-foot wheelbase! Typical of the period, the Duesenberg factory made only the engine and chassis, for the majority of the cars, supplying chassis, fenders, radiator shell, instrument panel, engine and ax wheels to the carriage builders of the era such as Murphy, Weymann, Brunn, etc. The Phaeton, Convertible sedan, and the Convertible roadster were the most popular of the 18 "standard" body styles. The car in these photos is a model of the rare Town Car body by Murphy on the 1934 "SJ" chassis. Monogram also offers a model of the Weymann-bodied "Torpedo-Phaeton." These Monogram models, in particular, are significant in that almost nothing "works"—no opening doors, sliding windows, steering, etc.—only the hood is removable and the wheels revolve. The advantage of such "rigid" construction is that all of the tiny parts can be made to scale without the oversize bulk needed for a "working" part—the front and rear suspension and the engine are particularly satisfying models in themselves, worthy of display without the total car as a backdrop!

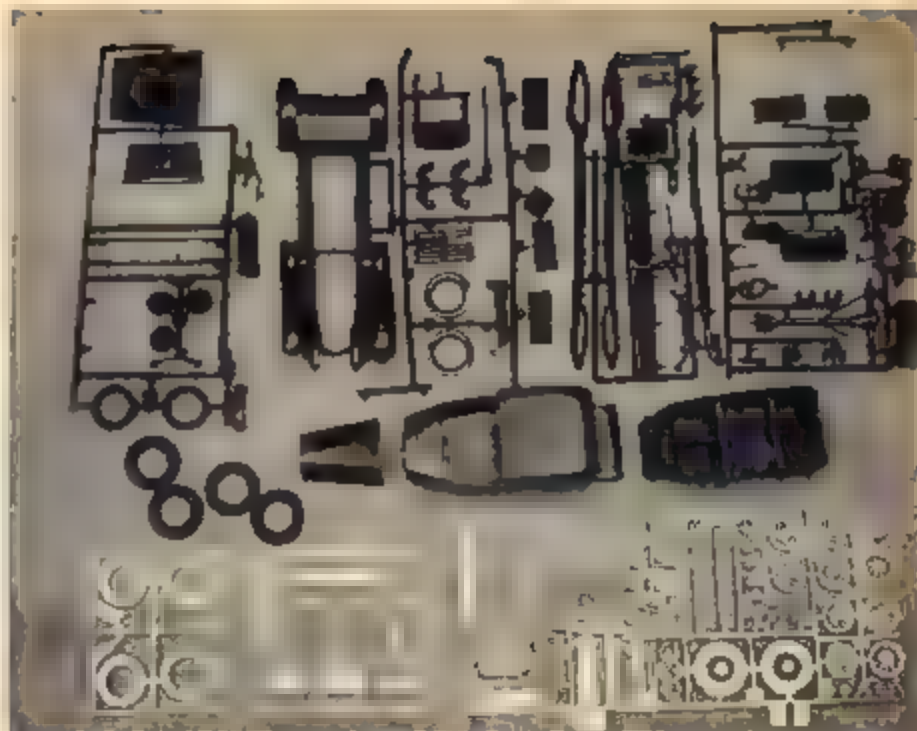
by Robert Schleicher

The latest in Monogram's growing "Classic Series" of 1/24 scale cars is this 1934 Duesenberg SJ Town Car.

Duesenberg's trademark was combination of this grille and bumper style. "Duesenbird" radiator ornament was optional accessory.



Parts should be cut from "tree" only when ready for assembly. Exhaust header pipes, in particular, are hard to identify if cut from tree and each fits



Parts are number-coded on the scrap plastic "tree" to ease assembly and identification of unfamiliar shapes.



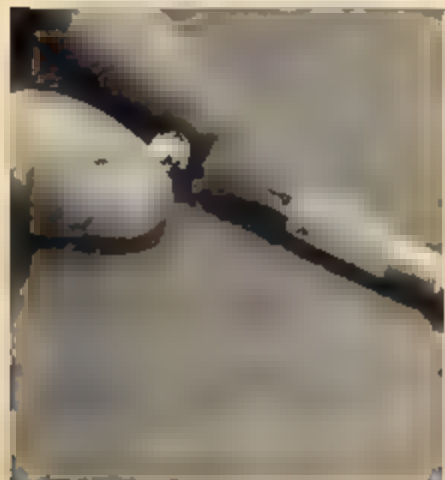
Be sure to slice away any excess plastic "flash" from between bars of radiator shell grille BEFORE assembly onto car.



It is a bit easier to assemble each of the four "road" wheels completely, as shown, and then attach to chassis.



Interior of body has molded-in imitation mohair headliner, entry ropes and reading lights. Paint ropes and lights so they will be visible through rear windows later.



Scrape thin line of chrome from inside edge of each headlight and taillight to allow cement to reach plastic.



Inside of taillights are painted red. All lenses are glued in place with liquid cement to prevent "frosting" clear plastic.



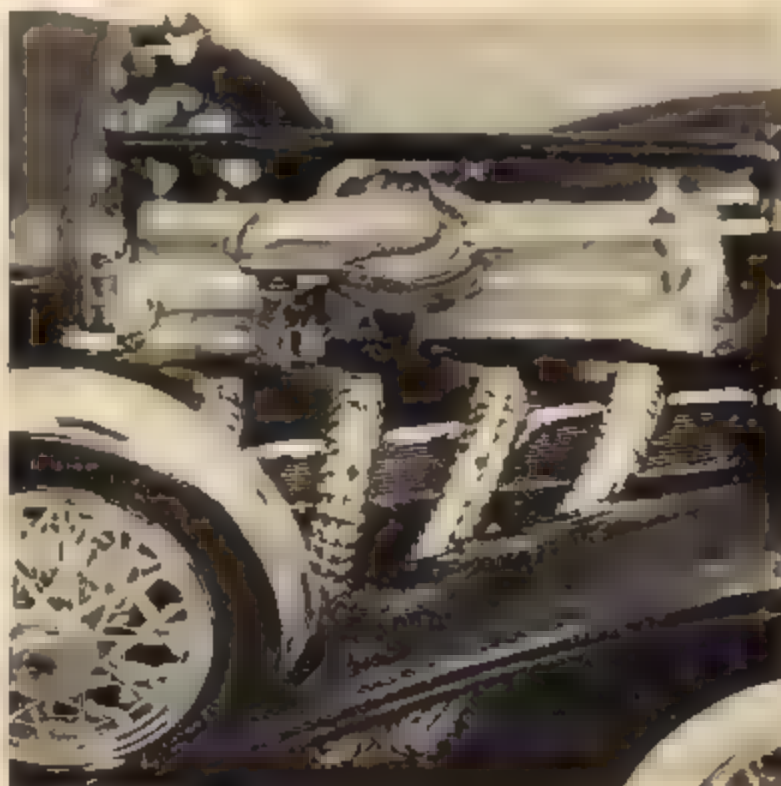
To make side grilles for hood appear like open screen, paint over with a light coat of black ink to fill dimples.



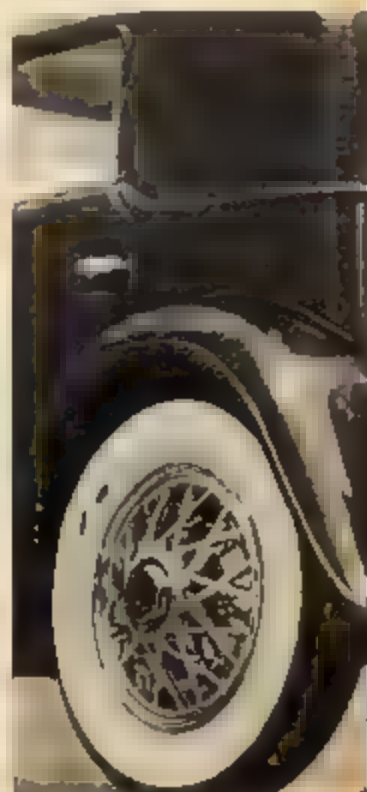
Hood is removable, but has no out-of-scale hinges to mar realism. Scale diameter spokes, steering arms, etc., are superb.



PROFILE's 60¢ booklet on the 5J Duesenberg offers wealth of detail photos of cars, engines, chassis and other body styles that could be "customized" from Monogram.



Completed model captures much of the grace and elegance that made the Duesenberg the true classic car it was.



Machine gun-like device is the supercharger. External exhaust pipes were used on both supercharged "5J" and un-supercharged "J."



Chassis and suspension are complete with brake inspection covers, shock absorbers, torque tube and all braces.



Kit includes all interior details, with simulated "engine-turned" dashboard finish.



Now you see where they got the term "trunk." Removable trunk was a carry over from the early days of automobil ing into the '30s.



Minimum vision top with non-convert ible leather covering was considered the best style combination for Town Cars of era.

DON EMMONS'

DETAIL FOR REAL



1



2



3

USES FOR THINNED FLAT BLACK PAINT

1) Use a small container such as the can top from a spray can. Thin the Flat Black paint with Turpentine or thinner until you have a mixture that looks quite watery.

2) The thinned paint adds a great deal of realism to these chromed hood pieces. When thinned properly, the paint will run off the high spots into the grooves.

3) We think you'll agree that this hood looks much better after getting the paint treatment than if it were left plain chrome.

4) The '32 Ford grille is a must for this paint treatment. Notice the difference from one side to the other.

5) Our finished Roadster looks 100 per cent better after this simple procedure has been added. Try it on some of your finished models.

6) Try this same treatment on the grilles of late model cars, too.

7) Wheels are another area where the thinned paint works wonders. The easiest way is to paint them before they are removed from the tree.

8) You'll have no trouble spotting the wheels that have had the thinned paint treatment. Detail on the unaltered center wheel is almost impossible to see.



4



5



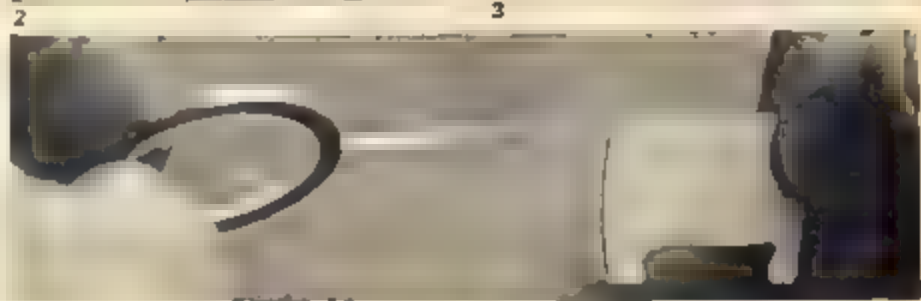
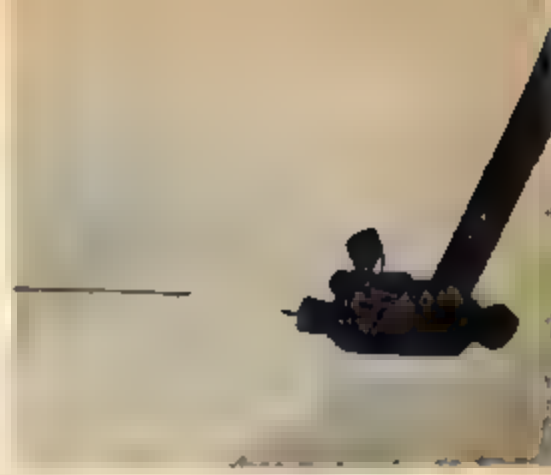
6



7



8



ALTERED FIREWALLS

1) This "T" bodied rod sports a wood firewall complete with a chromed edging around it. A firewall such as this cannot be found in a kit but must be made up. It is very simple and adds so much to the appearance of a model.

2) Lay the stock plastic firewall on a piece of 1/32-inch plywood and mark around it staying as close to the edge as possible.

3) Use your jeweler's saw to cut out the new part. Cut on the inside of the penciled line.

4) File the edges and sand the surface of the wood until it is smooth. Then spray on a coat of clear. After it is dry, a strip of chrome tape is put around the edge.

5) This custom Model "A" Station Wagon firewall is being replaced with one cut from a piece of 1/32-inch sheet plastic.

6) When the sheet plastic unit has been cut to fit and edges filed smooth, cover the plastic part by gluing aluminum foil on with Contact cement.

7) After firewall is covered, it is glued to the front of the painted body. This smooth chromed unit is a perfect addition to the model.

8) The '32 Ford firewall can also be duplicated in flat plastic. Here the part has been cut from 1/32-inch sheet and should be glued to the body before it is painted.

9) This '32 Roadster has a smooth firewall that is the same color as the body. All the firewalls shown can be adapted to most hot rod bodies.

NAMRA WORLD



Nutley Raceway, Nutley, New Jersey, played host to the high-point drivers competing in the third annual NAMRA National Championship Race. The event for 1/24 Gran Prix cars was sponsored by MODEL CAR SCIENCE magazine under NAMRA saction. Nutley Raceway, the recognized Eastern home of the jet set s and out as one of the best racing centers in the country, and direct thanks for this must go to enthusiast operator Mike Tango. And so, to this shop starting at 10:00 a.m., came all of the NAMRA drivers in contention for the National Event. A bit of a surprise was the early (first in the door) appearance of NAMRA chairman Charles Cress.

The moans and groans, usually heard prior to qualifying, this time were heard not in regard to tech inspection but rather to ending practice. For the big one, the drivers wanted as much time on the course as possible. And this came as no surprise as the course was an entirely new one hurried with TLC into operation by Mike Tango after a severe storm a few weeks before had come in through the roof and water-logged the well known favorite. A small missing panel in the ceiling was the only indication of what had happened. The new track was set and ready, and now so were the drivers.

Just as registration was about to close, five drivers from Connecticut walked in a little weary-eyed and we were informed that these racers had come down the day before to race. When they were informed that the race would be the next day, they waited it out.

Joining NAMRA is a requirement to race, but it was not enough this time since this event was for drivers who had been racing for points all year. To

All sorts of hardware, the stuff in front went to the winners, all \$250 worth.



The main event drivers relax through the first turn. F. Bianchi, C. Hansen, Roy Wong and Fred Correnti.

Correnti's winner, the only car powered by a 26 size can.



compound their trouble, their cars had all been built to CAR MODEL Rules, USRA rules or Arco Rules. And the difference between these and NAMRA cars was quite obvious. This did not stop them, however, and after joining NAMRA it was decided by the race directors that a special event would be held after the Nationals with these drivers competing with the winner of the National event. It would be interesting to see how well a NAMRA car would fare against USRA and CAR MODEL machinery.

Now Concours, and this saw the Rodriguez Eagle that had taken it a few months earlier at another NAMRA event looking for another win. The odds were not so heavy in its favor this time with some unexpected competition from the Bianchi Ferrari that was shown for the first time. When points were finally totaled, however, the Eagle had done it again, and was retired to a life on the shelf. As qualifying finally got under way the music of what sounded like several bands was heard, and it was at first thought that somehow Nutley had prepared a parade just for the event. As it turned out, this was not only the day for the NAMRA Nationals, but the town of Nutley was playing host to all the ambulance corps in the state. Qualifying under these conditions was interesting, to say the least.

When the last band finally passed by and qualifying was finished, the aneur read semi, Charles Cressi, Cressi, Jose Rodriguez, Edward Loo, and Dan Bianchi. Main; Fred Correnti, Roy Wong, Frank Bianchi, and Chuck Hansen. Special post race event, the winner of the Nationals Jim Birritta, Dan Marshall, and Mike Tango.

The start of the 160 lap semi got under way with Charlie Cressi, who had hoped to make it into the main, getting off to an unusually fast and clean start that kept him there for a full 40 laps. Throughout this first segment, Rodriguez and Loo, who were in the same lap with Cressi, tried as hard as they could but caution being the better part of valor, did not make any serious attempts at trying to get by the leader. Behind them in fourth place, and having his hands full, was Dan Bianchi in a very fast Honda that simply came on too fast, exiting the turns every time. In the second segment, Cressi still lead while a battle started to develop behind him between Rodriguez and Loo for second. At this point the Rodriguez Eagle lost its brakes and Loo dived under in every turn to take second only to lose it back to Rodriguez on the straights. Bianchi was still wrestling with his Honda that gave all the appearances of trying to go up the chutes sideways. Cressi finally took the second segment with Rodriguez still in second, Loo pushing him from third and Bianchi in fourth.

In the third segment, with Cressi still holding them off, Loo got by Rodriguez and nailed second with Rodriguez running three seconds be-



Special feature challengers press to make time while race winner gives instructions to driver. Marshall, Birritta, Tango and Correnti.

Top National winners, Charlie Cressi 2nd, Roy Wong 1st and Fred Correnti 3rd.





The Number 7 Eagle that brought the championship home to Roy Wong for 1968.

The Rodriguez Eagle Number 30 getting its second Concourse win.



The Champion's car shows its chassis, some of the best workmanship anywhere.

The Eagle that won the race but missed the Championship, Number 36 by Fred Correnti.



him in third and this possibly threatened by the Bianchi Honda that was moving fast if not too straight. In the fourth and last segment, perhaps due to a quick trip into the wall, the Rodriguez Eagle found its brakes for a few laps and tore by Loo's Ferrari and began to nip at the Cressi car. The pushing paid off when Rodriguez finally was able to sweep by Cressi and hold down first until, and it happened again, the brakes quit again and he dropped back into second on the last lap with Cressi once again in the lead over the line. Ed Loo brought his car in for a third, and by now weary Dan Bianchi smashed his Honda over the line in fourth.

The big one was at hand, and no one had to tell the drivers to take their positions. Frank Bianchi was ready with his brand new Ferrari, Correnti with an exceptionally fine handling Eagle, Roy Wong point leader with another all new Eagle and Chuck Hansen with yet another bird. The go sounded for the first round of the 200 lap main and the speed twins Correnti and Wong were off together and began their show of changing positions while pulling away from the third and fourth place cars. For the first fifty laps Correnti and Wong were never more than three seconds apart. Frank Bianchi had dropped one lap behind for third and as Wong crossed the line first in front of Correnti, Hansen's Eagle threw a front wheel.

The second heat saw Wong and Correnti going at it this time wheel to wheel for first when Wong lost it in a turn and Correnti took the lead in the last lap and really pulled away from the third and fourth place cars of Bianchi and Hansen who was now back in it. Correnti and Wong had changed the lead six times in this segment.

In the third heat Wong shot off into the lead and led right up till the last lap when Correnti managed to pass him. Wong was obviously pushing very hard in this segment and it showed. Bianchi who seemed in a secure third and always a threat to second suddenly had a gear go loose on him and crawled across the line with Hansen making up a few on him.

At the start of the last segment, Correnti found a little more horsepower and snapped his car into first off the line with Wong in second, Bianchi and Hansen in third and fourth. Wong now began to close again on Correnti until the nose of his car was within touching distance of Correnti's rear wheels. Both these drivers then put on a fantastic demonstration of high-speed driving with caution obviously the guide, neither one of them getting himself caught on the outside of a turn. Coming out of the last turn, Correnti got on it a little sooner than Wong and opened up a one car-length lead going for the line. Correnti held it on hard, tore across the line for a first and ploughed right into the wall of the first turn. Wong

crossed second in the race but had secured the National Championship on points. Frank Bianchi brought in third and Chuck Hansen fourth, both moving themselves up in over-all points.

When the noise finally died down, Fred Correnti was seen madly trying to straighten the front end of his race winning car to compete in the special event that was to be held within minutes.

Fred Correnti, first place winner in

Results of main event

1st Fred Correnti
2nd Roy Wong
3rd Frank Bianchi
4th Chuck Hansen

Final National standing for '67-'68.

1st Roy Wong
2nd Charles Cressal
3rd Fred Correnti
4th Jose Rodriguez
5th Frank Bianchi
6th Chuck Hansen
7th Steve Nicolson
8th Peter McCarthy
9th Ned Wagner
10th Fred Hersh

the last race on the official NAMRA calendar, third place in over-all Nation-

al standings, now came up to the line to race against three very fast non-NAMRA cars. The odds really didn't seem in his favor, not when you consider his car had just run over 200 hard laps, bent up its front end and was going to be driven by a now rather worn driver. But Correnti was game, and so were Mike Tango, Jim Birritta and Dan Marshall with their CAR MODEL/USRA cars.

The race was a scheduled 160 lap event and the cars were lined up. And there they were, three of them with three-fourths inch front tires looking like quarters and seven-eighths inch rears laying almost as much on the ground. The odd one this time was Correnti's NAMRA car, still carrying its mirrors, visible driver, and one inch tires up front pushed by one and one-sixteenth inch rears. The "go" sounded, and Tango jumped into the lead with Birritta second, Marshall third and Correnti last. Tango moving like his tail was on fire lapped Correnti and in doing so caused Correnti to push a little harder. It was then he realized he could close up on the second and third place cars. Correnti began his move slowly at first and got

by them in the first heat. The second heat started with Tango still holding first spot and Correnti pushing him hard. Birritta and Marshall seemed as surprised as some of the other drivers when they could not close up the distance and by the end of the second segment, Correnti had passed Tango and finished in this order with only Tango in the same lap.

During the third and last heats, Correnti continued pulling away from the field and began to lap Tango who by now drove through the turns as if they weren't there. In the last lap of the fourth heat, Correnti had racked up a three lap lead over second place Mike Tango and six and seven laps on Birritta and Marshall. The applause that started as Correnti started down the back straight didn't end until some minutes after the event was over.

It had finally happened, a typical, tech inspected and scale NAMRA car had put down three cars that represented the other slot racing organizations currently running events under completely different and non-scale rules.

Next month, start of the summer season with 1/24 Sport and GT cars.



Frank Bianchi's newly completed 31 Ferrari, the best Ferrari at the meet.

The big wide Number 11 Honda by Dan Bianchi.



MC&S CLUB LISTING

Fill out this information sheet and mail it to us as soon as possible. We'll list your club in our MC&S Club Listing, which appears in each issue of MC&S. If you're looking for more fun and competition, let other clubs know where you're at. Make it a point to contact the clubs closest to you, and get that competition started. **DO IT NOW!**

Please print

Club name _____

Address _____

City _____ State _____ Zip _____

Telephone area code _____ number _____

Is this a new club? Yes No

If "No" how long has your club been in existence? _____ Years _____ Months

How many members? _____

Do you have a minimum age for members? _____

Looking for new members? Yes No

Looking for competition from other clubs? Yes No

Average age of your members _____ years old

How many tracks in your club? _____

Custom made tracks? (routed) Yes No

Tracks made from commercial track? (Revell, Monogram, etc) Yes No

Is your club affiliated with NAMRA? (1/24 & 1/32) Yes No

Is your club affiliated with HOCCI? (HO scale) Yes No

If "yes" do you follow the NAMRA or HOCCI rules closely? Yes No

Which scales do you race? 1/24 1/32 HO

Do you race Ready-to-runs Kit cars Scratchbuilt

How often does your club race? _____

Any special night(s) of the week? _____

Do any of your members subscribe to MC&S? Yes No

Buy it on the newsstands? Yes No

Thank you! Your club will be listed approximately 60 days from today, or less.

66/Model Car Science

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814/387-5450

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These impensable words are being penned in the back seat of a 396 Caprice flying low over Interstate 20 somewhere between Monroe, La. and Pampa, Tex. It is Sunday, July 28, and yesterday we ran the Hobby House mail-in.

But that must wait until next month and the feature story complete with pictures. For the nonce I will say only that Greg Pomeroy, of Dallas, Tex., is leading the points battle.

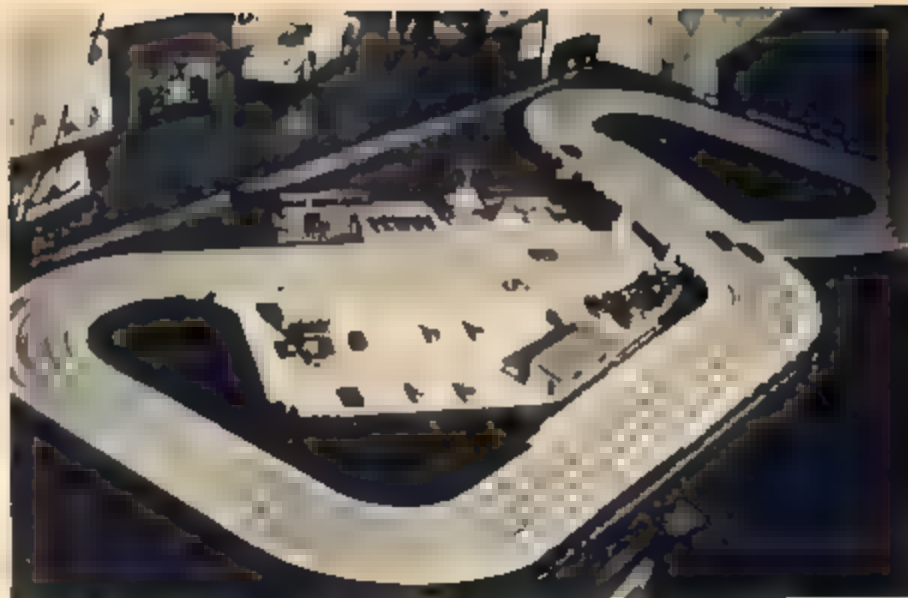
I really got shellacked in the pro race (won handily by Mike McCall, of Monroe, and also covered in detail next month).

Remember that rumor in my July column about Champion contemplating entering the HO market? Also, remember my asking you all to write a ton of letters to Chamblee? Well, Jack says the rumor triggered an avalanche of letters leaving them (Champion) no choice but to send a man to Monroe to see what HO racing was all about. Apparently Jack liked what he saw because Champion is here to stay. Move over, Aurora.

I want to thank each and every one of you who took the time to write a letter to Champion. As a result, we now have a new and promising HO manufacturer and Aurora has what shapes up to be formidable competition for the first time ever.

At first Champion will concentrate on making speed accessories for the T-Jet, but they will be developing an entire car, probably using a sidewinder can. The item slated for release first is a stamped brass pan to fit under the T-Jet for increased handling. The first prototype pans will be ready in about thirty days as I write this (about the end of August). I will have one of the first ones so there is a chance of finding a picture and tech analysis in next month's column. Champion works fast.

Also on the list for immediate development and production are set-screw wheel-tire combos, crown gears and a flat-spotted axle, all-Champion rewound armatures with special thin laminations, and improved mags and brushes. On the list of possibilities are a reworked pickup and replaceable (and improved) brush springs.



It's impossible to say when the complete car will be ready but Jack mentioned the first of the year as a likely date. Champion will have complete race sets sometime before 1970.

TABLE TOP RACEWAY CONTEST Hands down winner this month is Ed Bianchi of 4019 Redden Road, Drexel Hill, Pa. 19026 (phone CL-9-6825). If the name sounds a bit familiar, it's with good reason, as Ed is a freelance HO writer with articles in (recently) CM and (many moons ago) MC&T.

At first glance, Ed's track looks like anything but an HO layout, the reason being that it is a hand-routed dude. Verrry interesting. We here at Spartan Racing have been thinking long and hard about routing an eight-lane, sixty-foot (half-mile) Indy oval. We have everything necessary for the project except the room to put the thing in.

Anyway, Ed says the racing is rather lax in Drexel Hill. You guys in the vicinity, please get in touch with Mr. Bianchi. You've got one of the best tracks in the country to thrash around on, it would indeed be a shame not to do just that.

Remember that "ideal" lap counter I've been asking for? I almost got it this month. After reading my plea for a lap counter that didn't cost ten dollars and was reliable, the boys at Tyco sent me a sample of their idea of what a lap counter should be. I had known, of course, that Tyco made a counter but had never seen one. I honestly never thought much about it because I knew it was a mechanical job.

I have always been prejudiced against mechanical lap counters since my first hateful, ten-lap Aurora enumerator, but this Tyco is something else again. Tyco says it has a "hairtrigger" trip and I'm a believer. The thing is absolutely foolproof. I tested it for countless laps and not

once did it skip, hang or otherwise lie to me. You can actually idle the car through the trip and it will count just as surely as it will at full blast. Nor will the trip impede the car's progress. It's truly a precision device.

But all is not sweetness and light. Unfortunately the Tyco lap counter has a couple of things against it. The most serious of these is the fact that it is made only for two-lane tracks. I would very much like to install one on S&R if Tyco only made a six-lane version and I'm sure there are hundreds of four-lane track owners who are dissatisfied with their Aurora electronics. How about it, Tyco?

The other bad thing is that it only counts to fifty laps but this is not really much of a handicap as a nifty little checkered flag pops up after lap fifty and the thing can be reset in a flash with one finger even in the midst of the hottest race on the shortest course. And remember I will never absolutely never lie to you.

It sells for \$3.95 and if you can't pick one up locally the factory address is Mantua Metal Products Co. Inc. Woodbury Heights, New Jersey 08047. And if your layout is made of Aurora track you will also have to get a pair of Tyco's double-chicane "AU" (Aurora) adapter sections. The adapters sell for \$1.48 a pair and each is four and one-half inches long. The counter section itself is six inches long.

NEW STUFF DEPT. In case you haven't already heard about it from Tom Malone or Bob Schleicher, Lancer has a whole slew of new clear plastic bodies complete with a driver figure and interior. I mentioned this three months ago as being a line of new GP shells but, sonofagun, the new line has everything but GP's (except for a lone STP turbine). I suspect that Lancer is waiting for the Mini-T-Jet to arrive before releasing any slim F1 and Indy shells. At any rate, here are the bodies slated for definite and imme-

date release: the '67 STP turbine, Honker II, Match, McLaren M6A, King Cobra (my favorite car of all time), Ferrari P4 Can-Am, Dodge Charger, Shelby GT-500, Z/28 Camaro, '68 Corvette, and a rail dragster. The price has gone up from thirty cents to thirty-nine cents (or has it? I have conflicting reports on this), but this seems a small price to pay for a driver and interior. I would like to see Lancer raise the price still further and pre-trim the bodies and make the detail lines a little deeper.

Eldon has four new cars: '68 Dodge Charger, Camaro, Mustang, and Mako Shark (again). If you can't find them around town, they are available direct from the factory at \$3.00 per plus fifty cents postage and handling. Address is: Eldon Industries, P.O. Box 10.1, Hawthorne, Calif 90230.

The Louisiana man, Richard Harrison, has another new Hobby House exclusive goodie. It's a six-inch by nine-inch nylon track pad for cleaning track rails and it does work, I guarantee you. With one swipe it shines the rails and doesn't wear them down like sandpaper or steel wool nor does it leave a residue. Richard also has a new, absolutely free poop sheet on rewinding which really covers the subject. If you are having rewind trouble, send a stamped, self-addressed envelope for the sheet plus the latest Hobby House price list.

continued from page 57

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east **view**POINT

by Jose Rodriguez Jr

My name has been associated with NAMRA since the creation of NAMRA several years ago. Through the years I have been able to watch its development and growth, seeking as always to improve its type of organized scale slot racing. Today it stands as the oldest organized group of scale racing enthusiasts, and boasts the largest membership of any organization in the country, perhaps the world.

This, today more than ever, is saying quite a bit for its brand of racing when one considers that much of the noise now heard is being made by groups dedicated to racing miniature cars that just barely resemble the real thing.

For those of you still with me at this point, let me assure you this is not a plug for NAMRA, but merely some thoughts I have had since recently observing an all-NAMRA car running against (and beating) cars built to comply with rules laid down by USRA, CAR MODEL and Arco.

Recently, I was privileged to attend the NAMRA National Championship Race both as a competitor and later a spectator. Quite unexpectedly part of that day's program turned out to be the above-mentioned race.

To those of you preparing to put me down with the fact that the non-NAMRA cars were not driven by any well-known members of the jet set, and they they would have fared better had they been, let me add that neither was the NAMRA car that won. In fact, and I think those who saw the race will agree, the drivers were pretty well matched. Only the cars were different. And it's this difference that I'd like to comment on.

One of the first things a NAMRA member will hear during an argument on NAMRA specs for 1/24 scale is in regard to the ruling that requires tires, front and rear, to be a minimum of one inch in diameter. To better understand this, let me explain that no NAMRA car can run a front tire smaller than this dimension. It's hoped, of course, that the builder will cut the rear ones slightly larger, as they do. In comparison to the specs laid out by USRA, CM and Arco, these are quite large. Theirs call for a seven-eighths inch rear minimum and three-fourths inch front, and this is what is used, be it a GP car, sport car or stocker.

To break it down another way, let me say that the smallest tire size

allowed in NAMRA is a twenty-four inch actual size tire. In the other organizations, you can run a twenty-one inch tire in the rear and an eighteen inch tire in the front. Without splitting hairs, show me a real stocker that runs an eighteen inch tire, or a sports car, or a GP car. The reason for these ultra-small sizes used by the other organizations is, from what I have been told, to keep the center of gravity low, or bring the chassis down where it belongs to aid handling. If this reasoning has any validity to it, I have yet to have it proven to me. Certainly a chassis using the larger size tires can be hung as low as on any car using seven-eighths inch and three-fourths inch tires. In fact, taking the winning car at the NAMRA event, the tech inspection sheet showed that this car was running a 26D size car. So much for the difference of mass at a higher axle line.

Not considered quite as limiting to over-all handling, but still an argued point against the NAMRA specifications, are the minimum and maximum tire widths demanded by NAMRA as opposed to USRA, CM and Arco. The three latter organizations have established these dimensions, three-sixteenths inch minimum width on front tires and a maximum of five-eighths inch on the rear tires. This scales up to an actual four and one-half inches in front which is almost half of what any real competition car is running today, and fifteen inches actual on the ground at the rear. We all know about those special tires some of the Fords used at LeMans last year and how wide most of the new tires look today, but next time you attend a real race, take along a ruler and check it out for yourself.

Compared to this, NAMRA's one fourth inch minimum for front tires measures out to a six inch tire which, though still too narrow, is more scale like and in most cases with NAMRA drivers is restricted to tread width only. In the rear with NAMRA's one-half inch ruling, this applies to contact width. It gives away a full one-eighth inch to the others, but is still laying down a scaled-down twelve inch which seems to get the job done and leave enough rubber above to belly out to five-eighths inch for a tire shape that looks like a tire rather than a section from a steamroller.

The reasons why USRA, CM and Arco adopted the tire widths they use

has been explained to me in the following manner. Three-sixteenths inch up front is used to eliminate scrub and grip in the corners. This is a valid reason and I cannot argue with it. But the NAMRA cars do the same thing, running in most cases scale tires by simply employing a little dodge that has been known in these parts for years, which is simply that in turning and truing the front tires, a slight angle is given each front tire on its tread surface. The angle is so small that it is hardly visible to the eye but it is enough so that when the car is on the track, only the extreme outside edge of each tire tread is making contact with the track surface. It may in fact be that NAMRA front tires have less area contacting the track than do any of the front tires used by the other organizations. One other seldom mentioned advantage to the NAMRA method of shaping front tires is that it actually increases the front tread by one full tire width. And every bit helps, especially when you consider that in NAMRA, tread is measured center to center of tires rather than outside to outside or some dimension established for all tread measurements.

In the case of the rear tires, the other organizations may offer the advantage in traction with the ultra-wide contact area but since NAMRA never intended to allow its drivers to run at a disadvantage they do offer, along with their tighter rules, one rule of thumb: "If you can prove it, you can use it."

All of what I have just written seem to be the biggest arguments against the NAMRA rules. I hope I have shown that they are not valid. Fred Correnti did it much more simply by beating cars that complied to the other rules.

Other than this, the obvious differences are what is allowed to race by the other organizations, appearance-wise, and we have all seen this at one race or another. NAMRA requires that there not only be a driver, but that he be in the correct position in the cockpit and not under the instrument panel. It requires that rear-view mirrors be used if such was the case with the real car. They really don't slow you down. And body shells should not be cut down so low as to require a special bulge for gear clearance, etc.

One of the other organizations created its rules simply because it was an easy way to go fast and handle better than the locals. The second organization fell in line more or less because it was out to show it could go as fast, and faster, and so equal terms may have seemed the way. The last of these organizations, though promising perhaps more scale and tougher rules for the following season, really sold itself short and did an about face and joined the show.

The result of it all is that I don't really think any of their rules offer any distinct advantages over NAMRA rules. Seems a pity they can't see it, and start to race cars that look like cars.

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HOCCEI WORLD

This is one of those quiet periods for this column: the results of the first HOCCEI Mail-in Race held at Hobby House in Monroe are not yet in.

We are very happy to report that the early confusion connected with this column and that of Dennis Elliott is a thing of the past, with communications much improved.

We are not so happy to report that it would appear the majority of our members do not seem to care if the stock division is retained or abolished.

This question was raised by Dennis Elliott in one of his early columns and we offered to put it to a vote of the membership. So far, just a little better than 2 per cent of the entire membership has responded. We certainly hope our members know and understand what is at stake here. We are voting to determine whether or not to continue to allow stock, out-of-the-box cars to run, or do away with this division and allow only all-out modified cars to run in competition. Even if you never intend to enter a sanctioned HOCCEI event, you should have some opinion or thought on the question. We are giving our membership the privilege of writing its own rule here. Please, take advantage of the opportunity and send your vote in to HOCCEI headquarters now.

We will be counting votes at the end of this month, and the majority will rule on this most important question. So far, for those of you who are concerned, the voting indicates that stock will be eliminated. It's up to you. Vote now!

It seems that as soon as this question is settled HOCCEI will have to do some serious thinking in regard to GP car specifications. We at HOCCEI have never been happy with the GP cars manufactured for HO finding them just too big and blown up to be realistic. Now, with the news of Aurora's new motor/chassis combination called the Mini-Jet, which is supposed to be a great deal smaller, we may be seeing GP HO cars that resemble the real thing in proportion. We'll check this out, and come up with some firm car specs that will stand as rulings. We wonder what Lancer can offer to help fill the bill in bodies.

Lancer has already prepared several new shells prior to its complete release of eleven, and they will include driver figures as well. As high and as boxy-looking as all the Lancer HO shells are, we cannot blame Lancer for this since they are merely making shells to fit the most popular motor/chassis unit, Aurora's. Therefore we certainly hope Aurora's latest contribution in its new Mini-Jet will not only be narrower, but considerably lower.

While on the subject of new motor/chassis units, we wonder why the other companies that produce HO equipment do not do anything other than what they are doing. Certainly Atlas' latest motors leave nothing to be desired power-wise. If they would only do something to fit them into a smaller chassis it might just get the ball rolling in a big way.

We've heard some sounds coming from Tyco, but they are so faint we won't repeat them here until confirmed.

We have received many letters now regarding our race schedule for the remainder of this season and all of next. All of the letters ask the same question, "What are the exact addresses of the various race sites?" We have listed them by name, city and state only for the following reasons. First, it will insure that all entries be sent direct to HOCCEI in New York, rather than have some arrive here and some sent on to the race sites. It will also allow us here to register every car as it comes in, and send all of the entries off in one shipment. There can be nothing worse than to find your car is floating around somewhere, lost in the United States mail.

Please read the following carefully. All entries must be sent to HOCCEI headquarters in New York no later than one week prior to each race. Each car must be accompanied by a \$1.00 entrance fee, your name, membership number and home address.

We suggest, as last year, you pack each car in a box at least two inches bigger than the car in all directions.

Now, for the last time, we list locations of the remaining races this season and all of those for next with race dates firm unless otherwise

revised.

1968 Season

Oct. 29, HOCCEI, Elwood, Indiana

Dec. 28, Mini-Wheels, Highland Park, New Jersey

1969 Season

Feb. 23, Closter, New Jersey

April (open date)

June 23, Monroe, Louisiana

Aug. 25, Spartan, Int. Raceway, Pampa, Texas

Oct. 27, HOCCEI, Elwood, Indiana

We hate to repeat this so often but it seems necessary in view of the mail we receive. First, HOCCEI does not send out individual monthly newsletters. This column which appears every month is your official newsletter. *MODEL CAR SCIENCE* is the Official Voice of HOCCEI. Second, in regard to memberships, our membership year begins on January 1st of every year and ends on the 31st of the following January, regardless of when you join during the year.

Those members who have not renewed their membership for 1968 are now off the register and must renew. During this year we extended the period of grace for almost half the year and this cannot be done again. If you are in doubt, please drop us a line about your membership standing.

We've had several letters from very different parts of the country requesting specific information on dragsters for the year end event. Last year we established temporary classes for both stock and modified dragsters, those built by commercial manufacturers and scratch-built modifieds. This loose classification is now not enough and in fact we envision problems with the LSR event. Therefore, we are preparing firm specs for both and will have them for you in next month's MCS. Please watch for them because we will be running both events according to these rules.

As for that new Rule Book many of you keep asking about, well, this is all part of it. And the finished product will be a book we will all be proud of. We're still open to suggested rule changes and additions if any of our members have any ideas of their own. It only takes a postcard.

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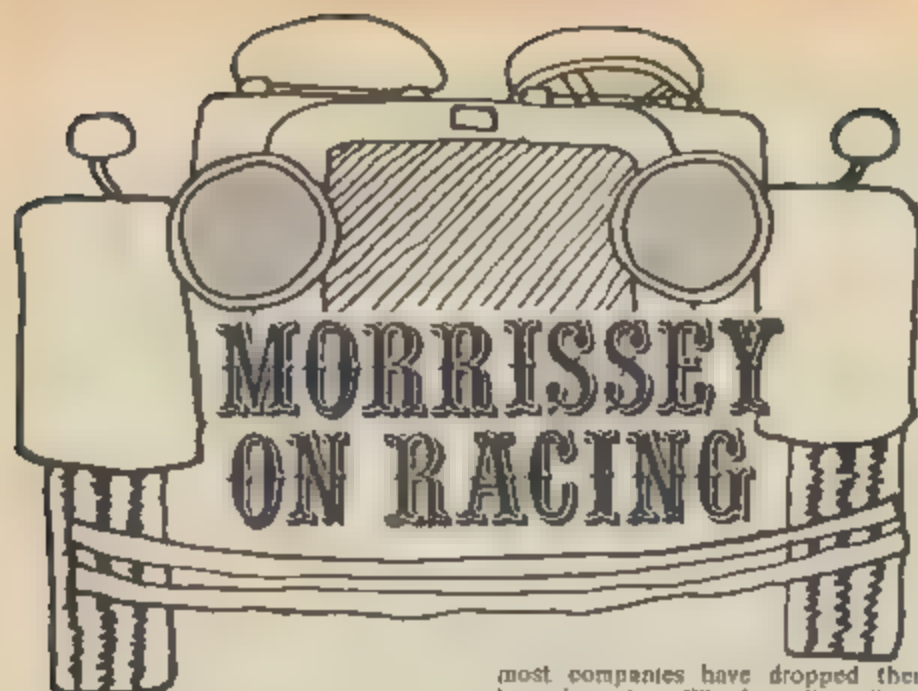
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(Ed. Note—This is the first column of a regular monthly series by Mike Morrissey, the well-known former pro racer and writer.)

Mike's qualifications are pretty impressive, and his long experience in slot racing, dating back six years, has given him the background necessary to become one of the major authorities on slot racing in the United States.

He was one of the very first true "pro" racers in the world, functioning as Captain of the famous Team Russkit for over three years. During this time he was a regular writer for *Car Model* magazine.

Starting in December of last year, he stopped active racing to devote his time to editing and co-publishing the purely slot-racing newspaper, *Model Car Journal*, which was instrumental in unifying racing across the country to a degree not thought possible anymore.

Model Car Journal is no more, however, so we're happy to have Mike writing for us. Starting next month, we'll have feature articles by Mike on the latest in pro racing, chassis motors controllers, etc.)

Ah, the fortunes of slot racing.

From big-time Captain of the original pro racing team to washed-up pro, and from column writer to big-time (?) publisher to column writer. I wonder what I'll be doing next week?

Oh, well. For now I'm just grateful to Ray Hoy and Steve Urette for giving me this space.

Slot racing at the moment is, as near as I can tell, a gigantic paradox. There are fewer shops than ever, with fewer customers than before, and fewer manufacturers left in business. But the people still in the game, shop-owners and manufacturers alike, are, generally, doing better than ever and making real money.

What's selling? Well, I can tell you that kit cars aren't selling anymore. Kits used to be the mainstay of manufacturers' lines, and were known as the real bread-and-butter items.

No more. There seems to be a market yet for good ready-to-runs, but

most companies have dropped their kits altogether. What's really selling? Well, a lot of people are still finding it hard to believe, but it's the expensive, specialized, high-quality "pro" equipment that's really moving now, gang.

How many times did I hear in the old days that "pros" (meaning the really skilled racers) were bad for the game and that pro equipment was a waste of a company's time? Now that's all they sell.

I've also heard it said that there are only forty or fifty of these "pros" in the country, so why should a company build stuff for them? And, I've heard it said, why should the magazines feature any stories on "pro" racing?

Well, all I can say to that is that those forty or fifty guys must spend about a thousand bucks a week apiece, because somebody is buying the pro stuff, and since they're the only pros, they must be buying it.

Pretty absurd, but that's the way some very important people's thinking ran until just a very short time ago. But that was before Mura came out with a twenty dollar motor and has been behind on orders for it ever since. And before Bob Kovacs got six weeks behind on the orders for his custom-painted bodies. Before Dynamic got weeks behind on orders for their semi-things "pro" bodies. And before Russkit got way behind on orders for their new 814 "pro" hand controller. And before 164 people showed up to race at the Columbus Arco. And before 147 people entered the San Antonio "Car Model."

All of which are typical examples of what has really happened to slot racing. Sure, there are less people doing it than during the incredible boom period of three years ago, but those who are racing now are spending more money on better, more expensive equipment. These people are, generally, true enthusiasts of the game who will be racing as long as they can find a decent place to run.

Sure, the high-volume kit market is gone, but the "pro" and "scratchbuilder" market is big enough

now for most of the manufacturers to switch their lines over to it.

A look through the sales counter at any good shop these days will confirm this—plenty of expensive motors, prefabricated "pro-style" brass rod chassis, lots of lightweight "handling" bodies, a variety of ready-to-go front and rear tire combinations, and plenty of bits and pieces for scratchbuilding.

The success of the specialty builders is another indicator. Along with the fabulously successful Kovacs, there are Bob Emott, Bryan Warmack and Terry Schmid, and Mike Steube, who are kept busy constantly filling orders from individual for their great sidewinder chassis and complete race cars, even though the complete cars usually go for fifty dollars apiece.

Aside from the different sales patterns, other neat things have developed, the most interesting (to me, anyway) of which is the abundance of big money races now being run all over the country.

This year, for instance, Champion is running nine of their famous Arco races, rather than six, like last year, to meet the demands they got from all over the nation requesting Arcos. Their race in Columbus, Ohio, this April had the biggest entry list of any race ever run anywhere, with 164 entries.

I could go on and on telling you about the big races run this year, but it would take several pages, and that's not what this column is for. Just let me say that the "Racing Calendar" section of my dear, departed paper always had a couple of dozen big race dates listed.

Another interesting thing is the way the pros' recognition and importance have grown to what, I believe, it should be. It appears that the manufacturers are, at last, listening to what their team drivers tell them about their products, and the personalities themselves have never been so well known.

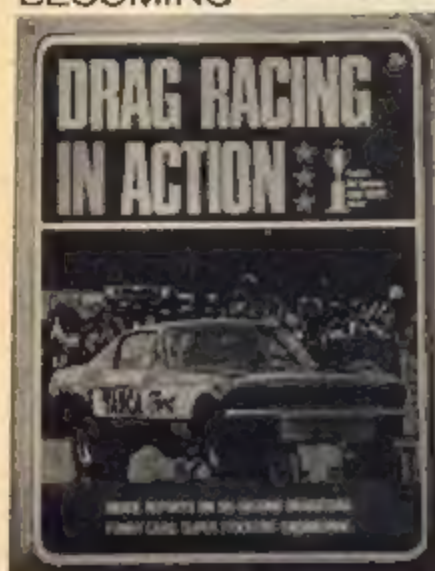
Guys like Cukras, Ursaner, and Cozine have really become nationally known heroes lately, and their building and racing techniques are truly setting the standards and pace for all of slot racing. The stuff they're winning races with now will be production equipment by the early part of next year, if not a lot sooner.

All of this, and other things I could go into if I had the room, points to one thing: slot racing has at last grown up. It is not just a weekend activity for the kiddies anymore. It has gone the way of kart racing in that, while there is generally less of it being done, what is going on is happening on a much higher level of technical achievement, and by people much more dedicated to it. It is stabilizing once and for all, with the poorly run shops folding, but the good shops with wide-awake owners making more money than ever.

But that's enough for now. In the next issue, Ray permitting, I'll have a feature article for you on how a great chassis builder does it.

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If you're after professional-looking results, a hand tool is a help, but a Dremel Moto-Tool is a must. It packs greater speed, more precision, and more fun. Especially since we have developed a whole new line of Moto-Tools that belt out enough torque to make them virtually stall-proof. This new power comes from a space-age ceramic magnet that helped our engineers design what they call a "constant-torque" permanent magnet motor. To you, this means the muscle to keep churning away at top speed, even when you're really bearing down.

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MRC 600



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Coaxing maximum performance from your car through lightning response, smooth action and instant braking ability, is a tribute to MRC's quality components and constant innovations. These include brass clip leads to lower resistance; heavy gauge wiring for more current, less voltage loss; silver graphite contacts for lowest resistance and brass bearings for instantaneous reaction and perfect control.

MRC's competitors are now trying to copy the features that have made MRC first in controller performance. Theirs, however, are only limited imitations of last year's MRC designs, and do not incorporate the features of our new 1968 controllers now at your dealers. Our continuing program of engineering improvements gives you the ability to squeeze every bit of speed from your car to maintain a winning edge. If you're good, an MRC controller will make you great. If you're great, there's no limit to your success.

Match any Endura to any car, track or motor by installing the MRC tuning resistor that best suits your needs . . . or use the new "Varipower Endura 1200" which allows you to select optimum power with any resistance value between 5 and 15 ohms.

Due to the heavy demand for MRC controllers, your local dealer may not have all models in stock temporarily, but don't settle for second best . . . the MRC controller is worth waiting for.

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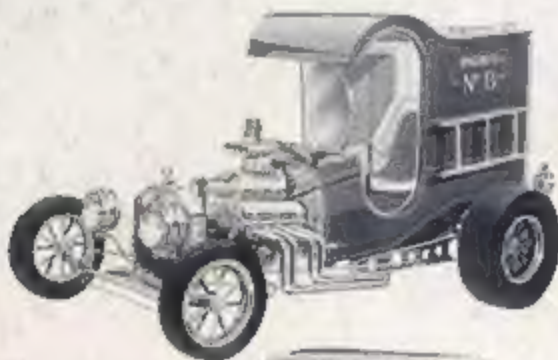
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